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The Hongkong Telegraph.

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MADRAS MOB OUT OF HAND.

ATTACK EUROPEANS: POLICE FIRE.

ANTI-SIMON HOOLIGANISM VERY SERIOUS.

TROOPS CALLED OUT.

Madras, Feb. 3.
Mobs got completely out of hand this morning, and seventeen were badly injured in the rioting, one man dying after admission to hospital.
The police attacked and dispersed the mob, but it re-assembled at the High Court, and, after much inflammatory talk by agitators, attacked Europeans in motor-cars. The Secretary of the Imperial Bank was held up in his car which was completely smashed, while two police sergeants who went to the rescue were injured.
The situation has not yet been got under control and troops have been requisitioned.

Canteens Looted.

The disturbances began when the demonstrators mob compelled a large canteen's shop to close by throwing stones, after which they over-ran the place, looting the contents.

Two Indian Deputy-Commissioners of Police arrived on the scene, dispersed the crowd and made two arrests.

The mob then swarmed round the gates of the prison demanding the release of the captives. The police were called out in a large body to disperse the crowd and after an exciting few minutes in the course of which eight policemen were injured, succeeded in driving them off.

Two Europeans Assaulted.

The mob then gathered outside the High Court and among other things, set on fire the motorcar belonging to the Government Solicitor.

Mr. Phillips, the Chief Presidency Magistrate, and Dr. Pandolay came up with mounted police and four of the mob were arrested. In spite of strenuous police efforts, the mob got completely out of hand, and continued to stone Mr. Phillips and Dr. Pandolay. Eventually the police were obliged to open fire, several of the crowd being wounded.

Effigies Burned.

Bombay, Feb. 3.

The banal imposed is not affecting the European business quarter in any marked manner, but it is as proved most effective elsewhere, very few shops deciding to open while very little business is being done. Vehicular traffic is almost entirely absent from the streets.

The Indian quarters are thronged with pedestrians, most of the mills and workshops being closed for the day.
A crowded meeting of students, held this afternoon, passed a resolution denouncing the Simon Commission, while there was a similar demonstration this morning when the labourers got together and burned effigies of Mr. Stanley Baldwin, Lord Birkenhead, Sir John Simon, and Mr. Ramsay MacDonald.

In spite of the dense mobs and the work of agitators up to the present there have been no disturbances.

Sir Charles Tegart Injured.

Calcutta, Feb. 3.
Sir Charles Tegart, the Commissioner of Police, was slightly injured in the arm this morning, by riotous students, whom he was trying to persuade to disperse peacefully.

The students had gathered round the principal Presidency College in the morning and smashed windows, etc. by continual stoning of the premises. The students refused to depart when Sir Charles Tegart arrived, but proceeded to throw stones at him and other authorities present.

Fixed Bayonet Patrol.

Finally, Sir Charles ordered out the military and set them to patrol (Continued on Page 10.)

BRITISH STEAMER EXPLOSION.

SUSPICIOUS BAGS OF CORDITE AND GUNPOWDER.

ONE MAN KILLED.

Ichang, Feb. 3.
One member of the crew of the s.s. Kian was killed outright and another was badly burned when an explosion took place on board the ship.
After the explosion a search was carried out by an armed guard, which found that four bags of gunpowder, and one of cordite, had been put on board.
Whether this material was being carried as cargo, or had been put on the ship with the intention of causing an explosion, is not clear.
The s.s. Kian is owned by the China Navigation Company and flies the British flag. She called at Ichang on her usual Hankow-Changsha and Sianktan run via Yochow.

Consular Protest.

Chinese troops occupied the premises of the U.J.C., a British firm to-day, but withdrew on instructions from the local Commander after representations had been made to him by the British Consul.
It is reported that the 8th, 35th, 38th and 44th Armies are receiving money from Chiang Kai-shek so that they may become loyal to his cause.

"SAN NAM HOI" PIRACY ECHO.

Six Alleged Participants Arrested.

Paklai, Feb. 3.
The local military authorities to-day carried out a raid on the Seamen's Union, when twenty officials were arrested and taken to Kongmoon. They will be held for trial by a Military Court.
It is stated that among those arrested are six pirates who have been identified as having taken part in the San Nam Hoi piracy.—Naval Wireless.

MIDDLE YANGTZE FERMENT.

BRIGANDS, BOYCOTTS AND SEIZURES.

Wuhu, Feb. 3.

The Committee responsible for the inception of the anti-British boycott has decided to continue the boycott. The restrictions are to be rigidly enforced.
Little anti-foreign feeling is noticeable and the rest of the A.P.C. fuel which was seized recently has been returned on the instructions of the Commissioner of Foreign Affairs. This has recently been the subject of representations.—Naval Wireless.

Jardine's Still Occupied.

Chinkiang, Feb. 3.
With the exception of the premises of Messrs. Jardine, Matheson and Company, in which the Opium Bureau is housed, all property in the British Concession has been cleared of Chinese troops. The Concession was recently overrun and occupied by soldiery.—Naval Wireless.

Klukang, Feb. 3.

Brigand activity in the country districts around Klukang is increasing, making the area unsafe.—Naval Wireless.

RAIN OVER WEER END.

The Royal Observatory forecast up till noon to-morrow is:—North-east winds, moderate; overcast; some rain.

COTTON INDUSTRY CRISIS.

CONFERENCE ENDS IN DEADLOCK.

UNIONS ADAMANT ON WAGES AND HOURS.

A STRIKE POSSIBLE.

London, Feb. 3.
The crisis in the cotton industry was the subject of further conferences in Manchester to-day. Representatives of the operatives' Unions stated that their attitude was unchanged.

The Cotton Conference in Manchester has broken down, there being a complete deadlock with regard to hours and wages.

Serious Position.

Later.
The position in the cotton industry is most serious. The next step rests with the employers, but a ballot by either side would possibly decide whether the employers are to enforce the new wages and hours or whether the operatives will strike.
The operatives are expected to consult the Trades Union Council.—Reuter.

The Main Issues.

A great concerted effort to remedy the grave depression in the Lancashire cotton industry began at Manchester on January 17th when forty representatives of the employers and one hundred representatives of the half million workers went into joint conference to consider the employers' proposals.

The workers were present as the result of an invitation from the employers, and the proceedings were private. The proposals to reduce the costs of production, as framed by the Employers' Associations, included a 12½ per cent. reduction in wages and an increase in working hours from forty-eight to 62½ weekly, the reorganisation of the finances of the companies, which are over-capitalised as the result of the post-war boom, and the reduction of taxation and finishing charges.

After the opening of the Conference, Mr. Bell, the Secretary of the United Textile Factory Workers' Association, stated that they had given the employers to understand that, in no circumstances whatever, could they agree to consider the recommendation of increased hours and decreased wages. The workers' representatives frankly stated that they were prepared to co-operate with any effort to improve the trade. They asked the employers to consider seriously the elimination of the proposals in regard to hours and wages, and to substitute a joint request to the Government to establish a Statutory Committee with full powers to enquire into all factors of cost and production.

CHIANG KAI-SHEK'S POSITION.

OPEN HOSTILITY BY PEI CHUNG-HSI.

Shanghai, Feb. 3.
Neither the Wuhan or Canton parties were represented at the Fourth Plenary Conference which opened at Nanking on Thursday.
It seems likely that these parties will ignore any decisions which the Conference might arrive at. Chiang Kai-shek is apparently trying to force the Wuhan leader to combine with Nanking in the Northern expedition.

A report is current that the troops of Yih Kai-shek, one of the loyal commanders of Chiang Kai-shek, have been disarmed by the forces of Pei Chung-hsi. The latter is believed to be suspicious of Yih Kai-shek's intentions.
The disarming of Yih Kai-shek's troops has been brought to the notice of Chiang Kai-shek who, as a counter move, has ordered Tiao Yuan to leave immediately for Nanking to intercept Pei Chung-hsi. It seems unlikely that the latter will bring his troops back into the area.—Naval Wireless.

WAR ON SWABUE COMMUNISTS.

CANTON ORDERS ACTION BY TROOPS.

DIVISIONS IN FIELD.

Welcome news is to hand from Canton to the effect that, according to an official report, General Li Chai-sum has instructed the 7th and 4th Divisions of the 7th Army, now in East River districts, to clear out all the Communists from the Hoifung and Lukfung districts.

Troops of these two Divisions are now concentrating at Peking, a town in the north-eastern part of the Hoifung district, and it is stated that the attack on Hoifung will be in the hands of the 7th Division, while the 4th Division will assault Lukfung.

"Ironside" Retreat.

Most of the districts in the upper reaches of the East River have now been evacuated by the defeated "Ironside" according to reliable reports from Canton, which state that one detachment headed for southern Fukien, and other remnants retreated to the Kiangsi border.

To complete the rout of the "Ironside" remnants in Fukien and Kiangsi, the Canton Government is stated to have telegraphed to General Chu Pei-teh, the

RAID ON SINGAPORE COMMUNISTS.

Four Chinese Men and A Woman Arrested.

Singapore, Feb. 3.
The police suddenly raided the headquarters of a suspected Communist organisation to-day, and arrested four Chinese men and one woman. It has been proved that the place raided was the source of the dissemination of much Bolshevist propaganda to the East Indies.

A large quantity of Communist literature fell into the hands of the police.—Reuter.

military ruler of Kiangsi, and to Mr. Yang Shu-chang, the present Chief of troops, to co-operate with the pursuing Canton Armies. The main body of the "Ironside" appear to have concentrated in south Fukien and Li Chai-sum has ordered the return to Fukien of a large detachment of General Chan Ming-shih's troops. These are the 11th Nationalist Army which only recently came from Fukien to assist Li Chai-sum.

Large Kwangsi reinforcements have been despatched to Swatow and Chaochow following the general retreat of the "Ironside" into Fukien.

The 3,000 troops accompanying General Wang Shao-hung, will be distributed in Taipei and vicinity, on the border of Fukien and Kwangtung.

NO ELECTION THIS YEAR.

WAITING FOR THE "FLAPPER VOTE."

London, Feb. 3.
Mr. Winston Churchill, in the course of a speech in Birmingham, said there could be no General Election in 1928. The Bill enfranchising women on the same basis as men must first be enacted, and the new voters registered. This would carry them into the spring or summer of 1929.

Mr. Churchill indicated that there would be no reduction in the Income Tax in the forthcoming Budget, but he believed yearly economies in the fighting services were possible, subject to the maintenance of minimum security for Britain and the Empire.—Reuter.

RESIGNATION OF GREEK CABINET.

Athens, Feb. 3.
The Government has resigned, after disagreement in the Cabinet with regard to a road-building contract.—Reuter.

NATION HONOURS EARL HAIG.

IMPRESSIVE ABBEY SERVICE.

SILENT REVERENT CROWDS THROUGH STREETS.

THE LAST TRIBUTES.

London, Feb. 3.
The funeral of the late Field Marshal Earl Haig to-day may be said to have been marked by three distinctive phases. At first, the late Field Marshal's family and friends joined at Saint Columba's Church, where he had worshipped, in a homely act of devotion. The remains were then borne to Westminster Abbey with wonderful military pageantry through silent reverent crowds of the general public who must have numbered at least a million persons.

The third phase was the service in Westminster Abbey, which contrasted strikingly with that which had preceded it at Saint Columba's Church.

In the Abbey, the last tribute was paid to Earl Haig, the soldier, by high officers of the nation's forces, statesmen, politicians, distinguished men and women of every sphere of national life and representatives of foreign states.

The Pall-Bearers.

The coffin was carried into the Abbey by troops of the Royal Horse Guards.

The fourteen pallbearers included Marshal Foch and Marshal Petain of France, General Baron de Ceuninck of the Belgian Army, Earl Jellicoe, Earl Beatty, Lord Methuen, General Sir Ian Hamilton, Air Marshal Sir Hugh Trenchard, and other eminent officers who had led British arms.

Behind the pallbearers walked the Prince of Wales, the Duke of York, Prince Henry and Prince Arthur of Connaught.

Impressive Service.

The service concluded impressively. Behind the altar, killed men of the London Scottish played on their pipes the dirge which Scotsmen have played for their dead from time immemorial—"Flowers of the Forest." Bugles high up in the roof sounded the Last Post and "Onward, Christian Soldiers," chosen by Lady Haig, was sung by the great congregation.—British Wireless.

Mile Long Military Escort.

London, Feb. 3.
London's farewell to the dead chief of the Empire's greatest army at the funeral service of Field Marshal Earl Haig at Westminster Abbey was wirelessly broadcast and so was heard all over Britain and the Dominions.

All ranks were represented at the Abbey. The Prince of Wales, the Duke of York and Prince Henry represented His Majesty; Marshal Foch and General Petain, the Belgian General, Baron de Ceuninck, and the Japanese Ambassador represented the Allies. Diplomatic representatives of other states also attended.

A mass of wreaths was sent to the Abbey, mostly of Flanders poppies, and included those of the King of Italy, and the Yugoslav and Hungarian armies. Another ex-nominy tribute was that the flag at the German Embassy was half masted.

Places were reserved for many disabled ex-servicemen inside and outside the Abbey, also at the Scottish Church of St. Columba's, where the remains have been lying in state; and from where the procession started to the Abbey.

The coffin was borne on the same gun carriage wherein the unknown warrior's body was taken to the Cenotaph, escorted by a mile long escort of troops, including French and Belgian detachments and the massed bands of the Guards.

The pall-bearers were Admirals Jellicoe and Beatty, Marshals Methuen and Jacob, Generals Gough, Lawrence, Byt, Horne, Ian Hamilton, and Javan, Marshal of the Air Force, Sir Hugh Trenchard, and Marshals Foch, Petain, and de Ceuninck.

After the service at the Abbey the body was taken to Waterloo Station for conveyance to Earl Haig's Scottish home at Balmorhall for burial in Dryburgh Abbey on the 7th inst.—Reuter.

Bulls and Inners

From the Office Butts.

Like electric hares, Electric shares are on the move.

A local journal, now cutting its milk teeth, appropriately refers to the Dairy Press.

Miss Joy Butt's engagement is announced, despite the fact that many folks say marriage is anything but joy.

Manila gained a golf victory and simultaneously Hongkong had earthquake tremors.

An optimist: The man who has just had his snow-shoes restrung.

Although the lance is being abolished in the British Army, people who have some of the surgeons will still be able to diagnose appendicitis.

The first thing about Kowloon that struck a Manila man was an up-to-date motor bus.

The week's new book: "The Adolescent" by Gideon Sherry.

The week's best worst pun: It is a notable counter feat to pass one of these counter-felt notes.

It looks as if these Chinese tongs are always liable to break out when things get a bit hot.

The worst thing about octogenarians is that they are nearly always dying.

A number of cables have been stolen from ships in harbour, and it is understood the thieves are to become Government anchorites.

"Reader:" About the only thing we can suggest to be done with superfluous spats is to have them soiled and heeled.

A Kowloon schoolgirl was late for school the other morning. This was because she was anxious to discover how many buckets the dredger really had.

According to the China Mail, the U. S. Consul, "Mr. Mazatlan," has arrived at Nogales. We understand that Mr. Mexico City followed shortly afterwards.

These Chinese who are worrying about the Customs surplus might also pay attention to some of the surplus customs.

In entertaining an Irish President, no doubt Mr. Coilligh found it easy to live up to the name of "Silent Calvin."

Shareholders say that the Hongkong Tramways, by showing such a good profit, are keeping on the right track.

These Monagrie Races give some of our young bloods a chance of posing as Society lions.

A local boxer who nearly got knocked out, says he can quite appreciate the Observatory's reference to the recent quake—that it the time of vibration had been three times as great, the shock wouldn't have been felt.

Just because Hongkong has a new filtration plant, it doesn't follow that you must swallow everything you hear.

The worst part about this revolt at Ixian seems to be pronouncing the place.

Some of these owners of motor-cycles ought to go to the cheap sales and buy themselves mufflers.

Shanghai news: "Forgive me, and I will go back," said a Hongkong footballer to the magistrate, when charged with eating lamp-knives on Broadway.

Reading that Chinese in London slept through Boxing Day, we are moved to trace an affinity with Londoners in China.



The trouble with government in China is that it has too many hands for its pockets.

The Mayor of Taipei has taken a week off on account of a wee cough. Otherwise crime in the district is normal.

If notes drop much, lower in Canton, there will be some deep moaning.

Another way to kill an Association: Do nothing more than absolutely necessary, but when the members use their ability to help matters along, howl that the institution is run by a clique.

Bowler: No jokes about brokers, please. You've had a job these past two years.

"Scientists to View Eclipse," says a heading. So will some of our boxers to-night.

Consternation was caused in a Peak household last night when the eldest hopeful returned home with dirty knees. The police have the matter in hand.

"The Persian government has a Rebellion on its hands," says the Post. Why don't they raffle it?

Speaking of fly-fishing, we notice that a leading local angler "took his hook" to-day.

A lady pianoforte teacher would like pupils in Canton. Several Kowloon residents trust that her efforts will meet with success.

Appropriately enough, a news item informs us that the Monkey Temple in India is at the top of Jakko Hill.

"Chicago May," says a Post headline. Only, however, if Big Bill Thompson permits.

A number of naval signalmen, fighting to-night at Lee Theatre, are trusting to win by un-flagging efforts.

A white splash on the mudguard of a bicycle would be a great help to motorists," says Lord Beauchamp. We heartily concur. We missed one ourselves the other day in the dusk while crossing Statue Square.

Reference in a contemporary to "Red" student who is to spend "80 years in goal," suggests a sustained forward movement by the opposition.

Talking of snow in Canton, apparently even the weather has decided to become "White."

Mr. T. V. Soong has prohibited the export of coppers. There's enough crime to keep them at home.



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ANTON'S REIGN OF TERROR

Photographs showing the terrible
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MEE CHEUNG

Studio, Ice House St.

Branch 7, Beaconsfield Arcade,

PIRACY CHARGES.

RESUMED HEARING OF
SHAUKIWAN CASE.

At yesterday's resumed hearing of charges of piracy of a Shaukiwán trading junk and of the theft of a cargo of pigs, an old fisherman from Po Tai O was called as a witness. He is the father of the man occupying the position of the fourth accused in the case, and was described by the police as being poor of understanding.

Inspector Murphy said with respect to the part played by this witness, that the plea of compulsion would be advanced, but he could not see how this could be, as at one stage the opportunity was open to both the witness and his accused son to report the matter to the police.

Giving evidence, the old fisherman said that in the early morning of the 26 of last month, he was roused from sleep by his son (the fourth accused) who said that robbers had taken away their junk for the purpose of shipping pigs. He went to the beach, where he and his son were pressed into service by the second and third accused, who were waiting, and made to row the whole party out in a sampan to their fishing junk, which had been sailed out and was then anchored some distance from the Bay.

Asked what he found on the junk when he got alongside, witness caused some amusement by naively replying "sails." Correcting himself, he said that a consignment of pigs had been loaded on to the junk.

Was it Wages?

Part of this cargo, amounting to 24 head, was transferred to the sampan to be taken to Shaukiwán. On arrival, the third accused went ashore in advance, and after having arranged a sale with the Sing Cheong firm of pig-dealers, directed that the boat be brought round to a point lying between the local Police Station and the Fortress. Here the cargo was landed and delivery was later taken by the folks of the Sing Cheong.

Continuing witness said: I saw \$40 being paid to my son by the third accused.

Question in regard to the nature of the payment, witness insisted that his son was being paid his "wages."

His Worship viewed "being paid for his trouble," as being a more satisfactory explanation.

His Worship: So on your own admission, you were an associate, an aider and abettor of robbers. You were quite prepared to take their money?—It was my son. He was held up first.

Quite ready to make \$40 out of it, were not you?—It was paid to my son as wages.

The hearing was adjourned.

HELD FOR RANSOM.

RED SPEARS CAPTURE
MISSIONARIES.

Peking, Feb. 3.

It is reported from Tshianfu that the Red Spears have captured a party of German Catholic missionaries at Foll, on the Shantung coast, south of Kioochow Bay, and are holding them for ransom, demanding \$50,000.—*Reuter.*

RE-DISCOUNT RATE.

FEDERAL RESERVE BANK
INCREASE.

New York, Feb. 3.

The Federal Reserve Bank has increased its re-discount rate to four per cent.—*Reuter's American Service.*

NEW BUS ROUTES.

THREE SCHEDULES DRAWN
UP BY POLICE.

The following new motor bus routes in the New Territory for the China Motor Bus Co. Ltd. and the Kowloon Motor Bus Co. Ltd. have been drawn up by the Police.

For the China Motor Bus Company: 1st Route, from the Star Ferry to Shumshuipo via Nathan Road, Laichikok Road to Shumshuipo; 7th Route, from the Star Ferry to Kowloon City via Hunghom to Kowloon City; 11th Route, from To-kwa-wan, to Shumshuipo via Hunghom, Jordan Road, Yau-mat, Ferry Wharf, Shanghai Street, Canton Road to Shumshuipo; 12th Route, from Star Ferry to Shumshuipo via Canton Road, Shanghai Street to Shumshuipo.

For the Kowloon Motor Bus Company: 2nd Route, from Star Ferry to Laichikok via Nathan Road, Laichikok Road to Laichikok; 6th Route, from Star Ferry to Kowloon City via Nathan Road to Prince Road to Kowloon Tong; 10th Route, from Star Ferry to Kowloon City via Canton Road, Shanghai Street, Prince Road to Kowloon City.

For the Kai Tak Motor Bus Company Ltd.: 3rd Route, from Star Ferry to Kowloon City via Chatham Road, Hunghom, to Kowloon City; 4th Route, from Yau-mat to Kowloon City via Hunghom; 5th Route from Yau-mat to Hunghom.

Pending the arrival of the new cars of the Kai Tak Company the 3rd and 5th routes will be run by the vehicles of the China Motor Bus Company while the Kowloon Motor Bus Company will run also on the 4th route.

The above new routes will come into effect on April 1.

DISASTROUS FIRES.

TREMENDOUS DESTRUCTION
IN AMERICA.

Boston, Feb. 3.

The business quarters of Fall River was devastated by a fire which started at the Fossett Mills. Fanned by a gale the flames spread very rapidly.

Eighteen blocks, covering half a square mile, were practically razed. The damage is estimated at least \$25,000,000. Forty buildings were destroyed, including two hotels, three theatres, two newspaper plants, four banks, the Court House and several large department stores.

Eleven firemen had to be sent to hospital and 260 others suffered minor injuries. The cold weather handicapped the firefighters, 500 of whom were called in, including detachments from eight neighbouring cities.—*Reuter's American Service.*

Locomotive Shops Destroyed.

Connellsville, Penn., Feb. 3.

Damage of over \$3,000,000 was done by a fire which destroyed the Baltimore and Ohio Company's locomotive shops.—*Reuter's American Service.*

TROOPS DESERTING.

FALL IN VALUE OF
FENGPIAO.

Peking, Feb. 3.

The fall in the value of the fengpiao is allegedly responsible for the desertions in the Heilungkiang forces in Manchuria, which are paid in that currency. One body of 100 cavalry deserted with the intention of joining a gang of bandits, despite the efforts of 600 loyal troops to round them up.—*Reuter.*

TIENTSIN, INDIAN

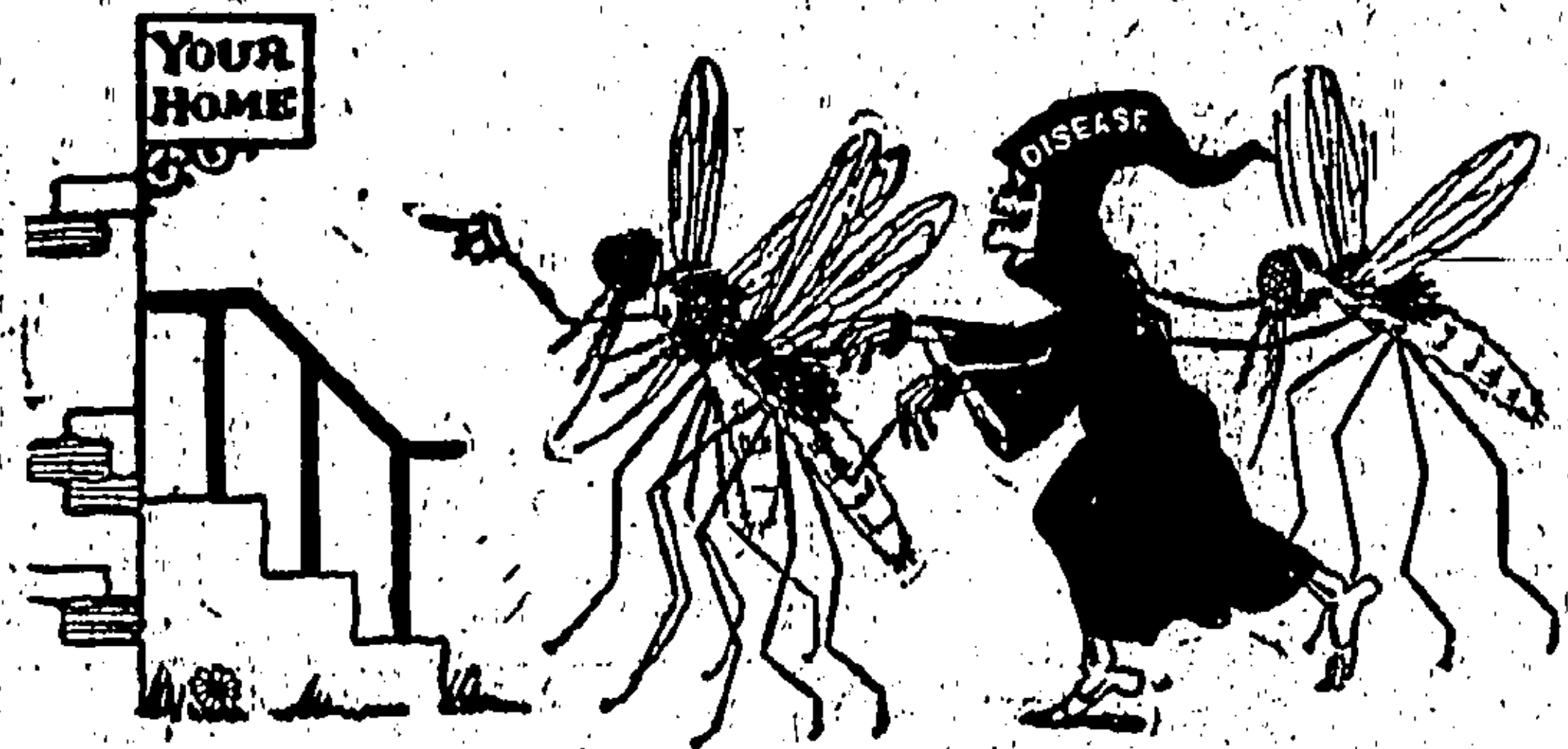
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Destroy the mosquito, the insidious enemy of man.

MOSQUITOES are more than pests. They are a menace to your loved ones. Mosquitoes carry malaria, and many other deadly fevers and diseases right into your home, direct to your body.

Flit spray clears the house in a few minutes of disease bearing flies, mosquitoes, bed bugs, cockroaches, ants,

moths, fleas and silverfish. It searches out the cracks where insects hide and breed, destroying their eggs. Flit spray kills moths and their larvae which eat holes. Extensive tests showed that Flit spray did not stain the most delicate fabrics. Flit is clean and easy to use, death to insects but harmless to mankind. It is economy to use Flit and avoid disease. For sale everywhere.

Sole Agents for China: MUSTARD & Co., Ltd.



Large cotton-producing areas of Uganda will be provided with a direct outlet to the coast when the Tororo-Jinja extension of the Kenya and Uganda Railway is opened.

Major-General Sir Maurice P. G. Holt, D.S.O., and Major-General Sir Samuel G. Guise-Moore have been appointed Colonels-Commandant. Royal Army Medical Corps.

Melbourne Hebrew congregation have sold their synagogue in Bourke-street, Melbourne, privately for \$52,000, and a new synagogue will be built on another site.

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The protector of life





The Hongkong Interport golf team which defeated Manila and lost to Shanghai. (Photo: Ming Yuen).



Manila's representatives in the triangular golf interport. They lost to Hongkong, but defeated Shanghai. (Photo: Ming Yuen).



Group showing H. E. the Governor among the Interport golfers and supporters at Fanling. Manila's crocodile mascot is shown in the foreground. (Photo: Ming Yuen).



Sign Morris, who makes a bid for the Colony's middleweight championship to-night at the Lee Theatre. A very fine programme has been arranged.



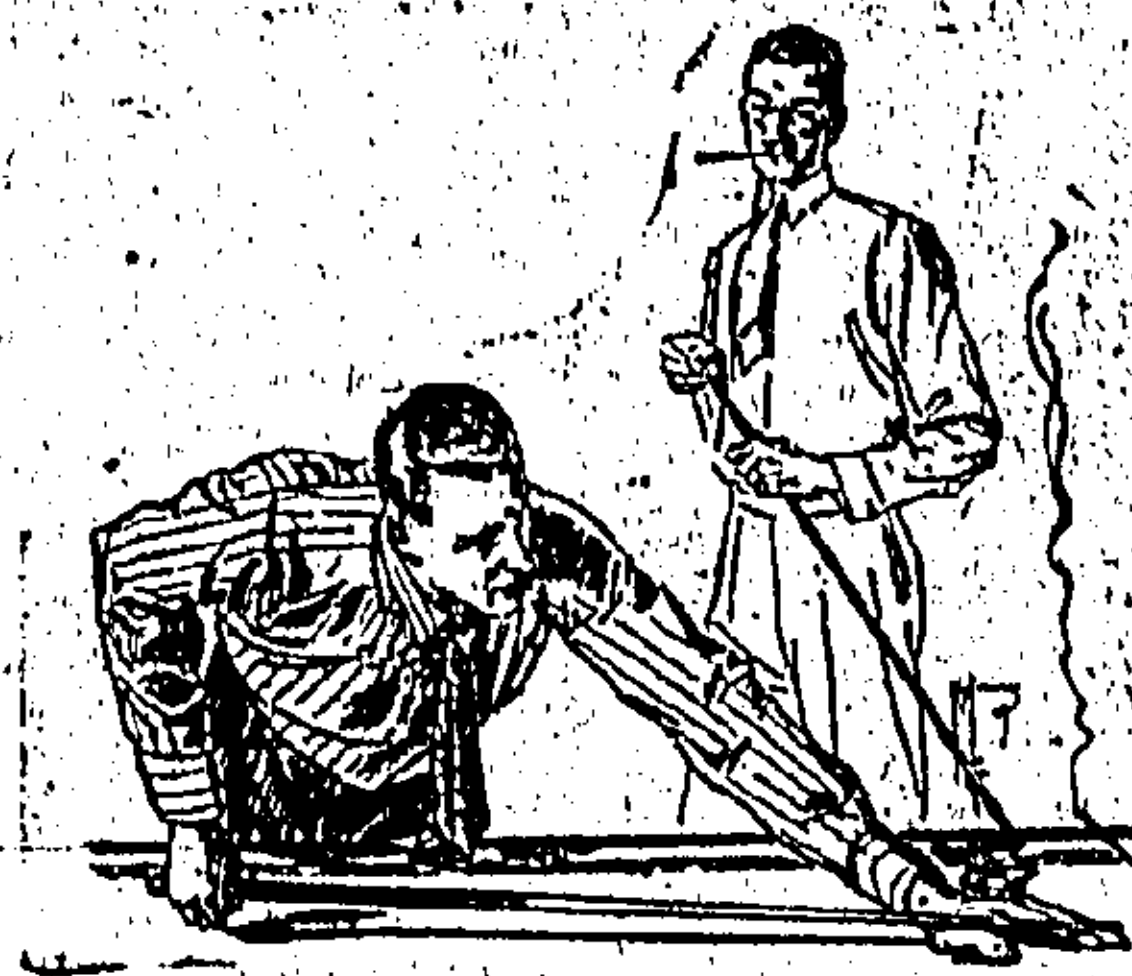
These are the Shanghai golfers, who lost to Manila and defeated Hongkong. (Photo: Ming Yuen).



Gese Pintos da Silva, to appear in the Hongkong ring for the first time to-night. He meets Sign Morris for the middleweight championship of the Colony.



There was a smart turn-out by the Hongkong Police Reserve on Tuesday last. The C. S. P. (the Hon. Mr. E. D. C. Wolfe, O. M. G.) is seen inspecting the Chinese Company, accompanied by Mr. F. C. Mow Fung. (Photos: Mee Cheung).



Tricoline Shirts

Rich silk appearance is expressed in shirts made from this cloth and a standard of quality has been created with which no other silk-like shirts can compare. A smart range of plain colours, also white with self stripes. Collars to match, of course.

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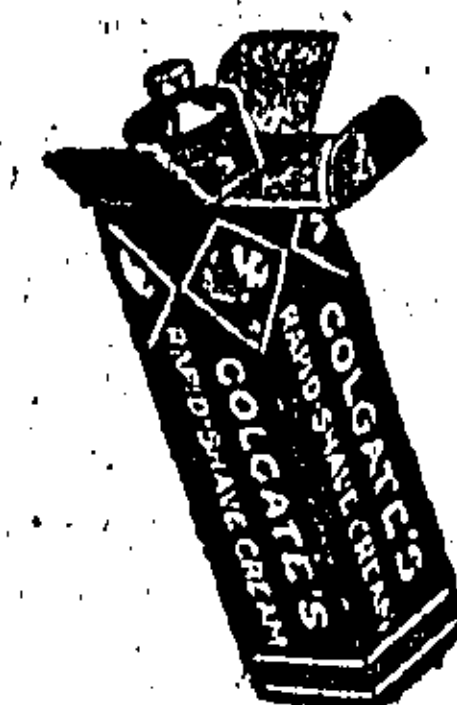
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(\$1.50 if not prepaid)

The following replies are awaiting collection:—

295, 300, 301, 305, 306, 315

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and Suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Harkow Road, Kowloon, Tel. K.357.

WANTED.

WANTED TO BUY OR LEASE.—A Swimmers' MATSHED at Repulse Bay Beach. State price and terms to Box No. 317, care of "Hongkong Telegraph."

TO LET

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Second Floor of
WHITEWAYS BUILDING.

Moderate Rental, all conveniences, lease if desired
APPLY—Manager.
Whiteaway, Laidlaw & Co., Ltd.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—Asiatic Building. One office room to be sub-let. Apply Pearson, 2nd floor, Central 4929.

TO LET.—Upper flat, furnished 6, Basilea Lyttleton Rd., from 1st May, 1928. Apply Box No. 316, care of "Hongkong Telegraph."

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—In private house very convenient for business people furnished rooms with or without food. Home comfort. Apply Box No. 314, care "Hongkong Telegraph."



Reiss, Massey & Co., Ltd.

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Exchange Bldgs, Tel. C.673.

NEW ADVERTISEMENTS

THE DIOCESAN BOYS' SCHOOL.

The School has moved from the Temporary Premises to its own buildings, recently the General Hospital.

School will reopen on Monday, February 13th at 9 a.m. New Boys should attend on Saturday, February 11th, at 9 a.m. The Office will be at the School Buildings from Monday, February 6th Telephone Kowloon 777.

Applications for Prospectus etc. should be addressed—The Bursar, The Diocesan Boys' School, P. O. Box 33, Hongkong.

Rev. W. T. FEATHERSTONE, M. A. OXON, Headmaster.

HONGKONG TRAMWAYS LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING of Hongkong Tramways Limited will be held at the offices of Messrs. Jardine, Matheson & Co., Ltd., Hongkong, on Monday, the 27th day of February, 1928, at 12 o'clock noon to transact the ordinary business of the Company.

AND NOTICE IS HEREBY ALSO GIVEN that the REGISTER OF MEMBERS of the company will be closed from MONDAY, 13th to MONDAY, 27th FEBRUARY, 1928, both days inclusive.

By order of the Board,
W. F. SIMMONS, Secretary.

Hongkong, 4th February, 1928.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND EIGHTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4a, Des Voeux Road, on TUESDAY, 28th February, 1928, at NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 15th February, to TUESDAY, 28th February, 1928, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD, Secretary.

Hongkong, 4th February, 1928.

CONVITE.

A Comissao Directora e Membros do Clube de Recreio tem a honra de convidar a Comunidade Portuguesa desta colonia para assistir a inauguracao do seu novo edificio em King's Park, Kowloon, no sabado, 4 de corrente, as 15-1/2 horas. Ao acto de inauguracao presidira S. Exa o Sr. Governador de Hong Kong, Sir Cecil Clementi, K.C.M.G.

FRED A. XAVIER, Secretario.

Kowloon, 3 de Fevereiro de 1928.

ST. STEPHEN'S COLLEGE.

PROSPECT PLACE, BONHAM ROAD.

School will reopen Feb. 8th. Examination for New Students, Tuesday, February 7th at 9.30 a.m. For Prospectus, for Boarders and Day-boys, apply

ST. STEPHEN'S COLLEGE, Prospect Place.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE is hereby given that the Annual Ordinary General Meeting of Shareholders in this Company will be held at the Hongkong Hotel, Hongkong, on Thursday, the 9th February, 1928, at 11 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1927.

The Transfer Books of the Company will be closed from Wednesday, 1st February to Friday, 10th February (both days inclusive), during which period no transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 25th January, 1928.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1928

13th, 14th, 15th & 18th February.

MEMBERS' BADGES.

Members' Badges of Admission are now ready and may be obtained by those members who have not already received them, from Messrs. Linstead & Davis, Alexandra Buildings.

Members are reminded that these Badges will also admit them to all the Extra Race Meetings of this year.

MEMBERS' ENCLOSURE.

Members have the privilege of introducing two non-members to the Members' Enclosure.

A limited number of tickets are available and may be obtained from Messrs. Linstead & Davis, Alexandra Buildings, on or before Saturday, 11th February, 1928 at a cost of \$10 each per day or \$30 for the Meeting.

The charge for admission for Ladies to the Members' Enclosure will be \$4 per day. Each member can obtain upon application to the Secretary, badges for the admission of two Ladies, free of charge.

On no pretext will children be permitted in either enclosure during the first three days of racing.

PUBLIC ENCLOSURE.

Tickets of Admission to the Public Enclosure, price \$3 per day for all persons including Ladies, may be purchased from Messrs. Kelly & Walsh, Ltd. or at the Gate.

Soldiers and Sailors in uniform admitted to the Public Enclosure at \$1 per day.

Admission by ticket only. Bookmakers, Tie Tac men, etc. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

SERVANTS' PASSES.

Passes for Servants will be issued on application to Messrs. Linstead & Davis, Alexandra Buildings.

Employers are requested to distribute them with discrimination, and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any persons found loitering about with Servants' Passes in their possession will forfeit the same and will be removed from the enclosure.

By Order,

C. B. BROWN, Secretary.

NAVY LEAGUE.

(Hongkong Branch).

The Annual General meeting of the Navy League will be held on Wednesday, 8th February, at 5.30 p.m. in the board-room of Messrs. Jardine-Matheson & Co., Ltd., (by kind permission). All members are cordially invited to attend.

L. M. WHYTE, Hon. Secretary.

Hongkong, 1st February, 1928.

GETZ BROS. AND CO.

SAN FRANCISCO, U.S.A.

Announce

the Appointment of the HONGKONG AMERICAN TRADING COMPANY.

With offices on the 4th Floor of Kai Ming Building, 6, Queen's Road Central, as their exclusive Agents for The Colony of Hongkong the Cities of Canton and Shamen, China and the Portuguese Colony of Macao. Commencing as of January 25th, 1928, and further announce that as from the 25th January, 1928, their former Agents GETZ South China Trading Company will undertake no new business on their behalf.

Hongkong, Jan. 25, 1928.

MISS SIGGINS, C.S.M.M.G.

(Chartered Society of Massage and Medical Gymnastics London.)

Massage, Medical Electricity, Remedial Exercises.

Apply Helena May Institute.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 7th February, 1928,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Large Quantity of Valuable Household Furniture,

comprising:—

Teak Hatstand, Bookcases, Desks, Chesterfield Couch and Armchairs, Glass Cabinet, Carpets, Rugs, Pictures, Ornaments, etc., etc.

Teak Dining Tables, Dining Chairs, Sideboards with Bevelled Mirrors, Dinner Wagon, Ice Chest, Glass Ware, Crockery, Kitchen Utensils, etc., etc.

Teak and Iron Bedsteads with Mattresses, Wardrobes with and without glass doors, Teak and Camphorwood Chest of Drawers, Dressing Tables, Marble Top Washstands, Side Tables, Toilet Sets, etc.

also

A Few Pieces of Blackwood Furniture,

and

One Cottage Piano by Brinsmead and Sons.

Two Cottage Pianos.

One Piano Player.

One Victrola.

Four Gramophones.

One Underwood Typewriter.

One Perambulator.

A Quantity of Coloured Grass Mats.

1 Motor Cycle with Sidecar by Harley Davidson.

1 Moving Picture Machine in Trunk.

1 Astronomical and Terrestrial Telescope with Accessories by Aitchison & Co., Ltd.

Catalogues will be issued.

On View from Monday, the 6th February, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

CHURCH NOTICES.

Septuagesima Sunday.

TO-MORROW'S SERVICES.

St. John's Cathedral, Hongkong, February 5th, 1928. Septuagesima Sunday. Holy Communion, 8 a.m. Children's Service, 10 a.m. Matins, 11 a.m.

Preacher: Rev. W. R. Cannell, Holy Communion, 12 noon.

Evangelist, 6 p.m. Preacher: The Dean. The Rev. H. V. Koop will be licensed by the Bishop of Victoria Hongkong as Assistant Chaplain of St. John's Cathedral during Matins. Social Gathering in the Cathedral Hall after Evensong.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Spirit" Wednesday. Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 6 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

Union Waterboat Co., Ltd.

NOTICE TO SHAREHOLDERS.

The Twenty Third Annual General Meeting of Shareholders will be held in the Offices of Messrs. Dodwell and Company, Limited, on Thursday, the 7th February, 1928, at 11 a.m. for the purpose of receiving the report of the General Managers together with a statement of Accounts to 31st December, 1927. The Transfer Books of the Company will be closed from the 30th January to 7th February, 1928, both dates inclusive.

DODWELL & CO., LTD., General Managers.

PUBLIC AUCTION

PARTICULARS AND CONDITIONS OF SALE OF THE VALUABLE LEASEHOLD PROPERTY

Situate in the Peak District In the Colony of Hongkong, and

REGISTERED IN THE LAND OFFICE AS THE REMAINING PORTION OF RURAL BUILDING LOT NO. 2 TOGETHER WITH THE DWELLING HOUSE THEREON KNOWN AS

"FUNG SHUT"

To be Sold by

PUBLIC AUCTION

on THURSDAY,

the First day of March, 1928,

at 3 o'clock p.m.

by

Messrs. HUGHES & HOUGH, Ltd.

Auctioneers.

At their Auction Rooms, in Ice House Street, Victoria, Hongkong.

Vacant Possession 31st March, 1928.

The property consists of:—

All that piece or parcel of ground having an area of 91,334 square feet registered in the Land Office as the Remaining Portion of Rural Building Lot No. 2 together with all the messuages or tenements and other erections thereon and the rights, easements and appurtenances thereto belonging and all the estate and interest of the Vendor in and to all the said premises.

For further particulars apply to:—

Messrs. WILKINSON & GRIST, Vendors' Solicitors,

or to

Messrs. HUGHES & HOUGH, Ltd., Auctioneers,

8, Des Voeux Rd. Central, Victoria, Hongkong.

Hongkong, 21st January, 1928.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

NURSING MOTHERS

should be careful to avoid constipation, for this condition lets loose poisons into the blood which rob the baby's food of purity and strength. The most efficient laxative for woman's use is Pinkettes.

PINKETTES

which act as gently as nature, and being purely vegetable cannot harm even the most delicate. Of chemists, or post free 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangsee Road, Shanghai. Let Pinkettes

KEEP YOU WELL

To Kowloon Motorists.

MOTOR GARAGES CHATHAM ROAD, KOWLOON.

The rent of a Private lock-up garage 10'0" x 18'0" is \$22.00 per month including light and water.

In the Main Garage 50'0" x 25'0" the charges vary from \$15.00 to \$20.00 per month according to size of vehicle.

Enquiries to

The Secretary,

HONGKONG ENGINEERING & CONSTRUCTION CO., LTD.

St. George's Building, Hongkong.

TELEPHONE CENTRAL 4521.

(Two lines)

POST OFFICE NOTICE

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

It is notified for information that Feather Fans and Brooches cannot be sent by post to Great Britain. They are prohibited by the Plumage (Prohibition) Act of 1921.

RADIO NOTICES.

Holders of Wireless Receiving Station Licences are reminded that their Licences for the year 1928 are due for renewal before the 15th inst. Fee \$5.00 per annum.

Radio Telegraph Services are now in operation with the following:— Ships at sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo China, Province of Yunnan, Canton, Swatow, Kwoonchow, Fort Bayard, Tchekam, Hoihow, Amoy, &c.

TELEGRAPHIC ADDRESSES.

Persons and firms having correspondents in the places named above should, in order to avoid delay to telegrams received by radio, register their telegraphic addresses immediately.

Rates and further particulars on application to the Radio Counter, 1st Floor, Government Building.

Radio telegrams are now accepted at the Radio Counter 1st floor Government Building, for transmission via Hanoi to Bangkok and all parts of Siam at the rate of 30 cents per word.

Commencing Wednesday, Jan. 4th, radio telegrams will be accepted at the Radio Counter, 1st Floor Government Building, for transmission to all offices in British North Borneo at the rate of 40 cents per word.

INWARD MAILS.

From	Per	Due
Shanghai and Swatow	Sunning	February 4.
U.S.A., Canada, Japan and Shanghai	Pres. Pierce	February 5.
Straits	Kashima Maru	February 5.
Manila	Pres. Madison	February 6.
Australia and Manila	Taka	February 6.
Shanghai and Amoy	Linan	February 6.
Australia and Manila	Changto	February 7.
Manila	Emp. of Australia	February 10.
Japan and Shanghai	Kamo Maru	February 10.
Japan and Shanghai	D'Artagnan	February 14.
Australia and Manila	Tango Maru	February 14.
Straits	Hakone Maru	February 19.
Japan	Mishima Maru	February 21.
Japan and Shanghai	Katori Maru	February 24.
Straits	Suwa Maru	March 4.

OUTWARD MAILS.

For	Per	Date
Japan	Tokushima Maru	Sat., Feb. 4, 1.30 p.m.
Manila	Telemachus	Sat., Feb. 4, 2.30 p.m.
Saigon	Tai Ming	Sat., Feb. 4, 4.30 p.m.
Saigon and Wuchow	Chianlee	Sat., Feb. 4, 5 p.m.
Hongkong	Tikembang	Sat., Feb. 4, 5 p.m.
Shanghai and Europe via Siberia	Borneo	Sat., Feb. 4, 5 p.m.
Hoihow and Haiphong	Kaijo Maru	Sun., Feb. 5, 9 a.m.
Swatow, Amoy and Formosa	Wingwo	Sun., Feb. 5, 9 a.m.
Fort Bayard	Kwangchow	Mon., Feb. 6, 10.30 a.m.
Bangkok via Swatow	Kashima Maru	Mon., Feb. 6, 10.30 a.m.
Shanghai and Europe via Siberia	Ginyo Maru	Mon., Feb. 6, 10.30 a.m.
Japan	Hydrangea	

UNIVERSITY ROUTE TIME TABLE.

LEAVING BLAKE		LEAVING UNIVERSITY
7.30 a.m. to 8.00 a.m.	Every 15 minutes	8.00 to 8.15 a.m.
8.00 a.m. to 10 a.m.	7½	8.15 to 10.15 a.m.
10 a.m. to 12 noon	15	10.15 a.m. to 12.15 p.m.
12 noon to 2.00 p.m.	7½	12.15 p.m. to 2.15 p.m.
2.00 p.m. to 4.00 p.m.	15	2.15 p.m. to 4.15 p.m.
4.00 p.m. to 8.30 p.m.	7½	4.15 p.m. to 8.45 p.m.
8.30 p.m. to 11.30 p.m.	15	8.45 p.m. to 12 Mid

THE HONGKONG HOTEL GARAGE.

(THE HONGKONG & SHANGHAI HOTELS, LTD.)

February 1st, 1928.



"CASCADE"—pure malt and hops, made in accordance with the pure food laws of Canada!

Do Not Accept cheap Beers, often containing injurious chemicals! Insist on Cascade—the "Beer without a Peer."

Everyone sells it!

FOR
SPORTS OF
ALL SORTS



SINCERE'S

offer

Unexcelled Equipment
At Unbeatable Prices.



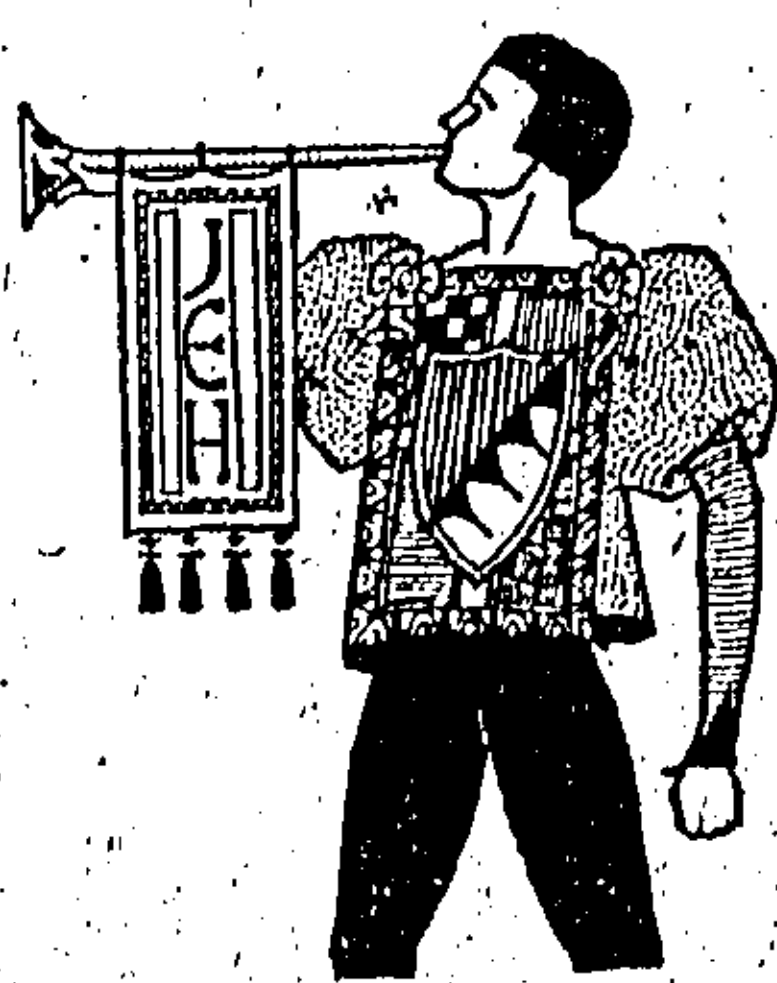
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To Satisfaction.

Power-full
SOCONY GASOLINE

IF YOU'VE ANYTHING
TO SELL
ANNOUNCE IT

J.E. HANCOCK
Publicity Agent
and
Commercial Artist.

4th Floor Morning Post Bldg.
Tel. C. 4781.



DEFENCE OF DIALECT SPEECH.

ORAL TEST FOR ENGLISH ADVOCATED.

A spirited defence of dialect speech by Sir Michael Sadler was the feature of one of the meetings recently in connexion with the Educational Conferences now being held at University College.

This meeting was held under the auspices of the British Drama League, and its purpose was to discuss the advisability of introducing an oral test for English into the General Schools Examination. It was pointed out that in that examination there are oral tests in French and German, if these languages are taken, but there is none in English.

Sir Michael Sadler, taking part in the discussion, said the art of speaking intelligibly, pleasantly, with the right rhythm and colour of tone, gave great pleasure, not only to those who listened but to the performer himself, and had a real intellectual influence on those who practised the art.

What was going to be the effect of the B.H.C. on our standards of speech? No one could listen to Mr. Rex Powell or one of his colleagues without wanting to copy them. He suspected that the effect would be just that of good shop windows on people's taste.

The English Liturgy.

In this generation people had rather less opportunity of hearing beautiful speech than in that of our grandfathers. We did not go to church so often. What was there more beautiful than the Liturgy of the Church of England rightly read and said? Think of the great and eloquent and moving preachers of the past. As far as he could judge from attendance at University sermons in Oxford, that privilege was not so much used to-day.

When he was at a preparatory school he was constantly trained to say a great deal of Latin in an intelligible, clearly-enunciated, rhythmical way, and before the holidays there was "standing up" before the master and reciting without the book, these Latin verses. He had never forgotten the music and rhythm of those verses.

He did not want to hear everybody pronounce English in the same way. It made a great impression on him when he went to Rugby to hear Mr. Arthur Sidgwick pronounce English. He always pronounced "last" as a Yorkshireman pronounces it, and not like a Londoner.

He (Mr. Michael) had gone from a little school where he had been generally despised because he had "Yorkshireisms" in his intonation and phraseology.

It impressed him that Sidgwick should have had the moral courage to preserve that exquisite Yorkshire pronunciation instead of yielding to what some would have called "standardised English."

Temple's Burr.

When Frederick Temple came down to preach he spoke with a tremendous Devonshire burr. Temple looked like a lion, and spoke like a lion, but he was far from speaking "standardised English." It was refined, educated, intelligible, and more or less grammatical English. There was something to be said for that kind of variety.

Later he heard Dr. Thomas Fowler, of Lincoln, later President of Corpus, speak with a racy Lincolnshire rich accent. That made him feel that there was somebody in Oxford who belonged to his part of the world, and had not had these old provincial tints rubbed away. It had the same kind of effect to hear Archbishop Magee.

He hoped nothing would be done to frighten people out of these local richnesses. It was not generally known that Wordsworth, one of the greatest of our poets, was of West Riding ancestry and stock, and was the truest expression of the Yorkshire temperament.

In the neighbourhood of Barnsley there was a village called Pogmoor. At Pogmoor there was published "Tom Treddlehoyle's Almanac," one of the best dialect publications. That annual book enriched the language. A great deal of the wit and humour and protective caution of the Barnsley temperament was mixed up with the fact that he spoke that kind of language.

Mr. Leon Gaster, who has just died at the age of 55, practised as an illuminating engineer, and was proprietor and editor of "The Illuminating Engineer." He was a prominent member of the Institute of Journalists, hon. secretary of the British International Association of Journalists, and displayed an active interest in the work of the National Safety First Association.

BERLIN ENJOYS BRITISH PLAYS.

SHAW—AND SHAKESPEARE—SWELL RECEIPTS.

In the last theatrical year Mr. Bernard Shaw was far and away Berlin's most popular dramatist. There were no fewer than 261 Shaw performances. "Man and Superman" was played 78 times, and the "Doctor's Dilemma" 62 times.

The longest run of any single play was enjoyed by "The Prisoner," the much debated play of the French dramatist Bourdet, which has been refused public presentation by the British censor, though it was recently produced privately in London. It was played in Berlin 153 times—also a record run for any Berlin season.

Shakespeare heads the list of the classics with 35 performances—taken altogether—of "Hamlet," "As You Like It," "Measure for Measure," and "A Midsummer Night's Dream."

Germany's own great classic dramatist, Goethe, comes very badly off in comparison, with only 20 presentations.

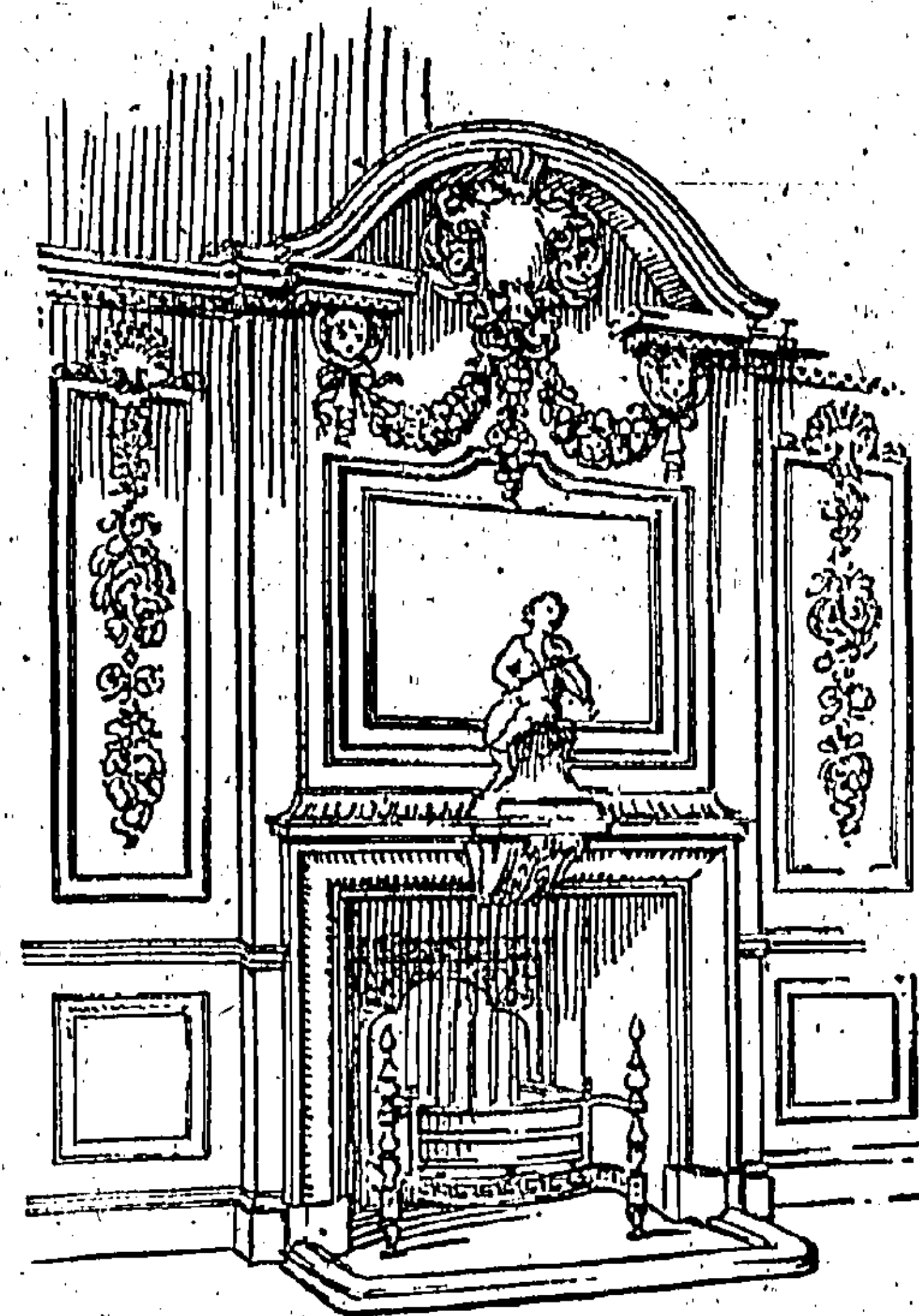
Altogether 60 per cent. of the plays performed in the principal Berlin theatres last year were of foreign authorship. None of the younger German playwrights secured successes comparable in box-office terms with those of modern British playwrights such as Lonsdale and Edgar Wallace.

"The Ring" was one of the biggest popular hits of the season, and "The Last of Mrs. Choyney" was played 119 times.

The dangers attending post-mortem examinations were emphasised at a Lewisham inquest on Surgeon-Rear-Admiral Sir Percy Basset-Smith, aged 66. As a member of the staff of St. John's Hospital Sir Percy performed a post-mortem examination, but he did not wear protective gloves. He contracted septicemia, and the house surgeon attributed this to the examination. A verdict of accidental death was returned.

Negotiations for a commercial treaty between Greece and Jugoslavia are expected. Business circles in Salonika are unfavourable to the extension of the Serbian free zone, which they consider adequate.

ARTS & CRAFTS SHANGHAI.



INTERIOR WOODWORK, MANTELPieces AND PANELLING
Executed in oak, or Mahogany, Imitation Stone, Real Stone, Marble, or Bronze.

ARCHITECTS COMMISSIONS FAITHFULLY REPRODUCED.

ARTS & CRAFTS LTD.

SHANGHAI.



CONSTANCY

For half a century the Virginia Leaf used in the manufacture of THREE CASTLES Cigarettes has been of the same High Quality Standard. The world-wide success that the brand has attained has justified the manufacturing ideal—to provide an article that is dependable—always.

50



years ago

ALSO PACKED
IN REGULAR
50'S AND 20'S

Three
Castles
CIGARETTES.



This advertisement is issued by the British-American Tobacco Co. (China) Ltd.



HOT BATHS ARE ALWAYS READY

Morning—Noon—or Night,

IF YOU USE A

GAS WATER HEATER

HONGKONG & CHINA GAS CO., LTD.

Preserve and decorate the Woodwork of your House with

TIMBORITE

WOOD PRESERVATIVE AND STAIN COMBINED

IN THREE SHADES OF BROWN AND THREE SHADES OF GREEN

STOPS Dry Rot, Decay and Destruction by White Ant

Tint Cards and Information from Agents:

S. C. LAY & CO.

Alexandra Building—Telephone C. 763.

WILKINSON, HEYWOOD & CLARK, Shanghai, Hongkong.

Choose Glaxo for your Baby

Your Baby's future health depends on your choice of his food. You must choose the food you know is best, for you dare not endanger your Baby's progress by experimenting.

Be guided by the experience of the great number of doctors, nurses and mothers who choose rightly by choosing the best food they know—Glaxo.

Choose Glaxo for your Baby now! And be free for ever from any anxiety as to Baby's steady progress towards healthy, strong-limbed merry, hearted childhood. Ask your Doctor

Glaxo
The Vitamin Milk-Food

"Builds Bonnie Babies"

When Baby is 6 months old

or when he cuts his first tooth, add a little Glaxo Malted Food to his Glaxo. This will provide the best means of accustoming Baby, gradually and naturally, to taking more solid food. Obtainable where you buy Glaxo.



Sole Agents:—

W. R. LOXLEY & Co.

CONFERENCES OF TEACHERS.

EQUALITY FOR WOMEN DEMANDED.

"DOWNTRODDEN SEX."

Chester, Jan. 9.

Men, it appears, are, after all, the weaker, more susceptible sex. Women can manage the schoolboy, but men cannot remain stern and resolute with girls. They are, be it known, often "soft" with their fair pupils.

This scandal in the male pedagogues was openly published at the first session of the National Union of Women Teachers held in the Guildhall here to-day.

The solitary man who had come to listen and who had rashly dropped into the prominence of the first row was permitted regular flashes of self-revelation. He sat, often embarrassed, but finely sustained the collective dignities of his entire sex by remaining unimpaired until the bitter end.

Obedience to the chair was implicit. Speeches were brief and pointed. No one strayed out of order. When one speaker had finished the next was already at the platform unobtrusively waiting to begin.

Yet the business-like procedure did not prevent some of that unpremeditated humour which even the dullest conference will usually produce, and which mostly arises out of slips or inexactnesses in phrasing.

Thus Miss A. A. Kenyon, the Vice-President, warning to her work on the question of salaries, demanded: "Would any education authority agree to pay a bachelor with four or five children?" She broke off in confusion, and the teachers exacted their first big laugh.

Not "Nice."

Another of these lighter moments occurred towards the end. Miss Evans, of Birmingham, was urging that women magistrates should hear all classes of cases and not be dismissed with the suggestion that no "nice" woman would stay to listen to what was unsavoury.

"N.U.W.T. women," she said, "do not aim at being nice."

"Oh!" protested the Conference in shocked tones.

"Our aim," explained Miss Evans, "is to be just and energetic."

"Well, isn't that being nice?" demanded one of the delegates with indignation.

"I mean nice in the way that old gentlemen use the word," said Miss Evans with a final attempt at elucidation, but the Conference deliberately put the wrong construction on that end and enjoyed itself thoroughly for a minute or two.

The first resolution was an extremely old friend. It demanded equal pay for men and women teachers of the same professional status. Miss Kenyon, in proposing it rather wearily suggested that the energy yearly put into this campaign ought now to be released for other ends. The medical profession did not allow women to undersell medicine. Shopkeepers did not permit goods to be sold cheaper by the women grocer.

"But because in our profession there is nothing visible to sell we cannot obtain recognition. If we could offer children at so much a dozen we should get equal pay to-morrow."

Family responsibility, she declared, was the only tolerable reason advanced for giving men more money. But that aspect should be the extra concern of the State, the employer should pay strictly for the work done, and the equality of the work done by women was frankly admitted.

Miss L. Pierotti seconded, urging that the grievance should be made manifest by the weapon of the vote; and then without further delay this fundamental question of Union policy was vigorously carried.

Headmasters Answered.

An emergency resolution was taken next in order to confound the assertion of that august body, the Headmasters' Conference, that it is undesirable that examinations shall be identical for boys and girls.

"What," exclaimed Miss A. G. Hewitt, of the Central Council, "have we returned to the days of blackboards, the use of globes, and ladies' seminaries? The Headmasters are concerned about the strain on girls who take examinations. But girls can face the same intellectual ordeals as their brothers. There is less difference between the capacity of the average boy and girl than there is between one boy and another of one girl and another."

"What do a collection of Headmasters of Public Schools know about the needs of girls?" inquired Miss Dedman. "This is

one more attempt," she prophesied mournfully, "to put obstacles in the path of equality for boys and girls, men and women."

This resolution also was unanimously passed.

Another resolution which has appeared many times was that proposed by Miss Hewitt urging that women teachers should have all the opportunities of men to succeed to educational posts. She spoke of the depression among assistant mistresses, who felt that they assuredly carried no baton in their knapsacks.

Downtrodden Sex.

Then followed Miss Dedman, exceedingly lugubrious. "To be a woman, a member of a downtrodden set of people, a set who are not recognised as reasonable beings, not allowed to take a full share in the civic life of the country, who obtain good things by favour and not by rights, make one," she complained, "feel very much for the rest of oppressed humanity."

The dreariness of the outlook impressed everybody, and the resolution was at once carried.

Miss E. F. Phipps, in admirable and rhetorical periods, introduced an anomaly with which the general public are not familiar. By the grading system head teachers are paid according to the number of scholars in attendance, and if that attendance falls off down comes the salary—often, Miss Phipps declared, by as much as £30 a year. Thus the more scholarships the head obtains for the school, and the more carefully children are sent to clinics or made to remain at home for health reasons, the more penalised is conscientious authority.

Miss S. M. Bauris seconded quite neatly, "Average attendance," she said, "is like the Board of Education. In both cases you have an apparition on paper which you can neither visualise nor touch."

The Conference formally endorsed this view.

Unstable amalgamation of school departments and the necessity of infants' classes being under specially trained teachers was dealt with in the next motion, which was proposed by Miss Webb, of London, who recently, went to study American education. The great value of amalgamations, she suggested, had been the opportunity so afforded for the careful ranging of children age with age.

American education was suffering disastrously because the bottom of the school was left out entirely, and there were in the United States none of the wonderful infant divisions that our system possesses.

In a further involved simile between school and business amalgamations Miss Webb caused amusement by speaking of the infants as the "baby-linen department" and of the remainder of the classes as "the butchers' department."

A few members were against amalgamation of any sort and for the stronger individuality of the small school, but everyone agreed that small children ought in fairness to be under womanly authority, that "Men were absolutely incapable of managing girls," and were prohibited from giving them the training which the approach of adolescence made necessary. This resolution was passed.

At the finish only one resolution remained to be put from the Chair without advocacy. This urged the introduction of the metric system in Britain, a change to which women teachers are evidently heartily looking forward.

PROMINENT NATIONALISTS IN HONGKONG.



Here are seen Mr. C. C. Wu (left) and Mr. Wu Han-min (right), snapped on arrival in Hongkong aboard the a.s. President Lincoln. They are on a tour of India and Europe. (Photo: Mee Cheung).

RUSSIAN WAR BONDS.

HEAVY CLAIM AGAINST LONDON BANKERS.

Further arguments as to the effect of decrees made by the Soviet Government after the Russian revolution were heard by Mr. Justice Wright in the King's Bench Division recently.

The case was one in which the Manufacturing Company I. A. Woronin Luetsch and Cheshire, Limited, of Petrograd, and Mr. Charles Cheshire, of Belgrave-road, Birkdale, Southport (who sued on behalf of himself and other directors and shareholders of the company), sued Messrs. Frederick Huth and Company, bankers of Tokenhouse-yard, London, E.C., for delivery of £40,000 National War Bonds, damages for detention and conversion of the bonds, and payment of dividends and of £27,899 due to plaintiffs.

The defence was that, in consequence of the Russian Government's decrees, the company was not now in existence, and that there were no directors legally competent to act for the company, and no shares.

Dr. Alexander Halpern, a Russian lawyer, expressed the opinion that nationalisation of a Russian company's undertaking did not involve its extinction as a legal entity. Decrees were worked in such a way as to indicate that, in the view of the Soviet, the companies were still in existence. The Soviet Government did not claim Russian Companies' assets which were outside Russia.

The hearing was adjourned.

terred by the discovery on his farm of a large still planted and operated there by bootleggers, indulges in the joyous prediction that the entire world will be "dry" by 1952. He reports that the prohibition movement in England and Scotland has grown "beyond our fondest expectations." The only exceptions to the triumphant achievements of the prohibitionists, he says, are to be found in Spain and Portugal.

A "DRY" WORLD IN 1952.

"PUSSYFOOT" JOHNSON'S PREDICTION.

A gift of £100,000 made recently to the Anti-Saloon League by Mr. S. S. Kresge, a multi-millionaire sixpenny department store owner, is the subject of an amusing controversy.

The association against the prohibition amendment calls pointed attention to the "elaborate display"

in Mr. Kresge's establishment in Washington of wine kegs, wine presses, patented accessories to assure the potent fermentation of fruit juices; whisky, beer, champagne and cocktail glasses, decanters, cocktail shakers, bottles and corking machines, and other equipment necessary in distilling, home brewing, and wine making. The association sarcastically asks if Mr. Kresge's donation is to be financed by the profits gained in the sale of these paraphernalia. Mr. "Pussyfoot" Johnson under-

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Better make at... **\$5.75**

CHILDREN'S WOOLLEN OVERCOATS... \$3.75

BABY BAGS (made from Woollen blanketing)... \$3.75

GENT'S RAINCOATS (special bargain)... \$6.50

MANY OTHER BARGAINS IN OUR LADIES' DEPARTMENT.

YEE SANG FAT CO.

Columbia RECORDS

The best New DANCE Records

9000 IT ALL DEPENDS ON YOU... Fox-Trot.
(SOMEBODY ELSE)

9300 'I'N' SHE SWEET? ...
SONG OF SHANGHAI

8820 FORGIVE ME
MOON BEAM, KISS HER
FOR ME

4022 EYE EYE BLACK BIRD ... Fox-Trot.
(NO FOOLING)

THE ANDERSON MUSIC CO., LTD.
Ice House Street. Tel. C. 1322.

CHURCH LOSING GROUND.

DROP IN REVENUE AND MEMBERSHIP.

The church of England suffered serious losses in 1926. There were alarming decreases in the number of confirmations, baptisms, Easter communicants and Sunday school attendances. There was a decline of more than 120,000 in the total voluntary contributions. The figures are given in the Official Year Book (published by the Church Assembly Publications Board, 6a, Gd. nott).

Confirmations in 1926 were only 209,565 as against 291,091 in the preceding year. The steady decrease that has been in progress since 1923, when the total was 233,427, has thus been continued. The figures concerning baptisms are equally disconcerting. The number in 1926 was 447,564; last year it was 466,913, a falling off of more than 11,000. Easter communicants in 1926 totalled 2,372,610, as against 2,388,419 in 1925, a falling off of 15,809.

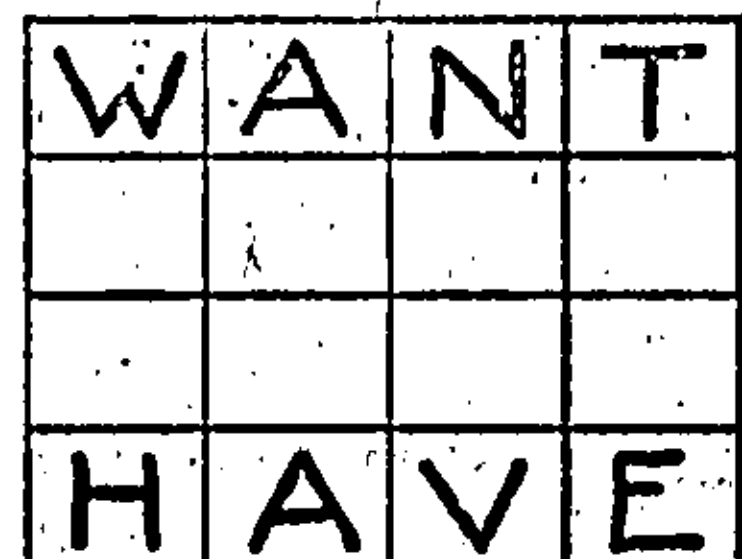
Sunday school scholars totalled 1,861,335 in 1926, as compared with 1,895,753 the previous year, a decrease of more than 30,000. Attendances at Bible classes show in 1926 a falling off of more than 10,000.

"The will to give" is generally regarded in a religious organization as a barometer of its well-being or otherwise. Statistics show that the voluntary contributions from all the dioceses of the Church in 1926 were 27,10,061, as compared with 27,232,433 in the previous year. The contributions of the Church of England to the Metropolitan Hospital Sunday Fund last year were £26,995, more than £2,000 less than in 1925.

Shortage of clergy has, of course, proved a serious handicap to church work since the war, and in this respect it is satisfactory to find that the number of deacons ordained during the year ended September 30, 1927, is 393, an increase of 30 over the previous year. There has been a gratifying increase in the number of churchwardens and sidesmen, and slight increases in the number of licensed readers and district visitors, but a falling off of nearly 2,000 in the number of Sunday school teachers and Catechism instructors.

LETTER GOLF.

To go from WANT to HAVE is easy, but being three strokes.



It should be an easy matter to change JOHN to MARY, the names are so plain.

1.—The idea of letter golf is to change one word to another, and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2.—You can change only one letter at a time.

3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4.—The order of letters cannot be changed.

One solution is printed on another page of this issue.

OUR DAILY TALK ON HEALTH.

OUR SKIN CHANGED BY DIET.

EFFECT OF CLIMATE.

Unquestionably the human skin has changed in the progress of man from an earlier day to the present. Apparently all races of man have developed from a common ancestry, the diverse types being the result of adaptations to different environments in the course of thousands of years.

It is interesting to know that the length of prenatal life in man and in the higher apes is approximately 280 days, whereas in the lower apes it is 220 days. Anthropologists are inclined to believe that the 60 days' difference is required for the growth of the brain and head of man, which are the parts of man that differentiate him from the lower animals.

In the development of man from a lower stage to his present form he changed his diet. The eating of fleshy foods provides heat and more rapid supply of heat than did the foods which man formerly ate.

Evaporation of Heat.

One of the functions of the skin is to permit the evaporation of heat from the body so as to secure a constant temperature within. A strong active man in a cool climate may emit 3200 calories of heat per day, whereas the man in a sedentary life under tropical conditions will emit only 1500 calories of heat.

In a consideration of the relationship of the character of the skin in its relationship to questions of race and health, Prof. H. J. Fleure of the University College of Wales points out that the darker colorings of the skin occur where the sun's rays are most powerful, but that it is impossible to classify races of men on this point alone because migration, conquest, and other factors have modified this point as well.

He believes that the earliest types of men had brown skins, the pigment being developed soon after birth as a resultant action of the skin to the influence of light. The earliest forms of men also had hairy skins and indeed the new-born baby of today is likely to be covered with a slightly downy coat.

In Africans the hair on the skin disappears rapidly and there is little of it, such skin permitting more rapid evaporation of heat than one which is covered with hair. Indeed the whole Negro organism, as pointed out by Prof. Fleure, seems to be specialized to secure the maximum amount of emission of heat, and this is particularly the case in regions of moist heat and cloud.

Dry Heat, Brown Colouring.

Where the heat is of the dry type, there is a tendency toward brown colouring. It is likely that the earliest men had pigmented skins, since theories have been developed to account for the depigmentation of later types.

Part of this resulted from travel into districts of lessened heat. An additional factor suggested by one observer is the fact that persons who travel north would change to a diet containing a considerable amount of salt and salted foods, and that this had to do also with the disappearance of pigmentation of the skin.

In his discussion of the subject, Prof. Fleure points out that the fairest skinned Europeans have a high power of heat evaporation and an activity of body and mind to town conditions.

This type is free from serious tuberculosis when it remains in the country, but is prone to the disease when depressed into industrial conditions. The character of the skin and hair is itself an indication of the general constitution.

YUNNAN WAR PROGRESS.

TROOPS ENTER KWEICHOW PROVINCE.

Yunnan-fu, Jan. 26. Latest reports reveal that the Government troops, under General Long Yun, are meeting with a fair measure of success in their efforts to rout the rebel troops of General Tsang and Hu and to drive back the Kweichow forces into their own province.

The Government troops have not only captured the rebel stronghold of Kiu Tseng, forcing the rebellious Generals back, but have also pushed the Kweichow troops over the frontier, where two strong bridge-heads have now been established as a preliminary step to carrying the war into their own province. These moves are directed in the one case against Pui An, and in the other against Kwai Yang, the capital of Kweichow, and the troops have already advanced forty miles into the territory of the Kweichow mon. The object of Long Yun is to prevent another incursion of Kweichow troops into Yunnan, and he appears to have made appreciable progress.—Indo-Pacific.

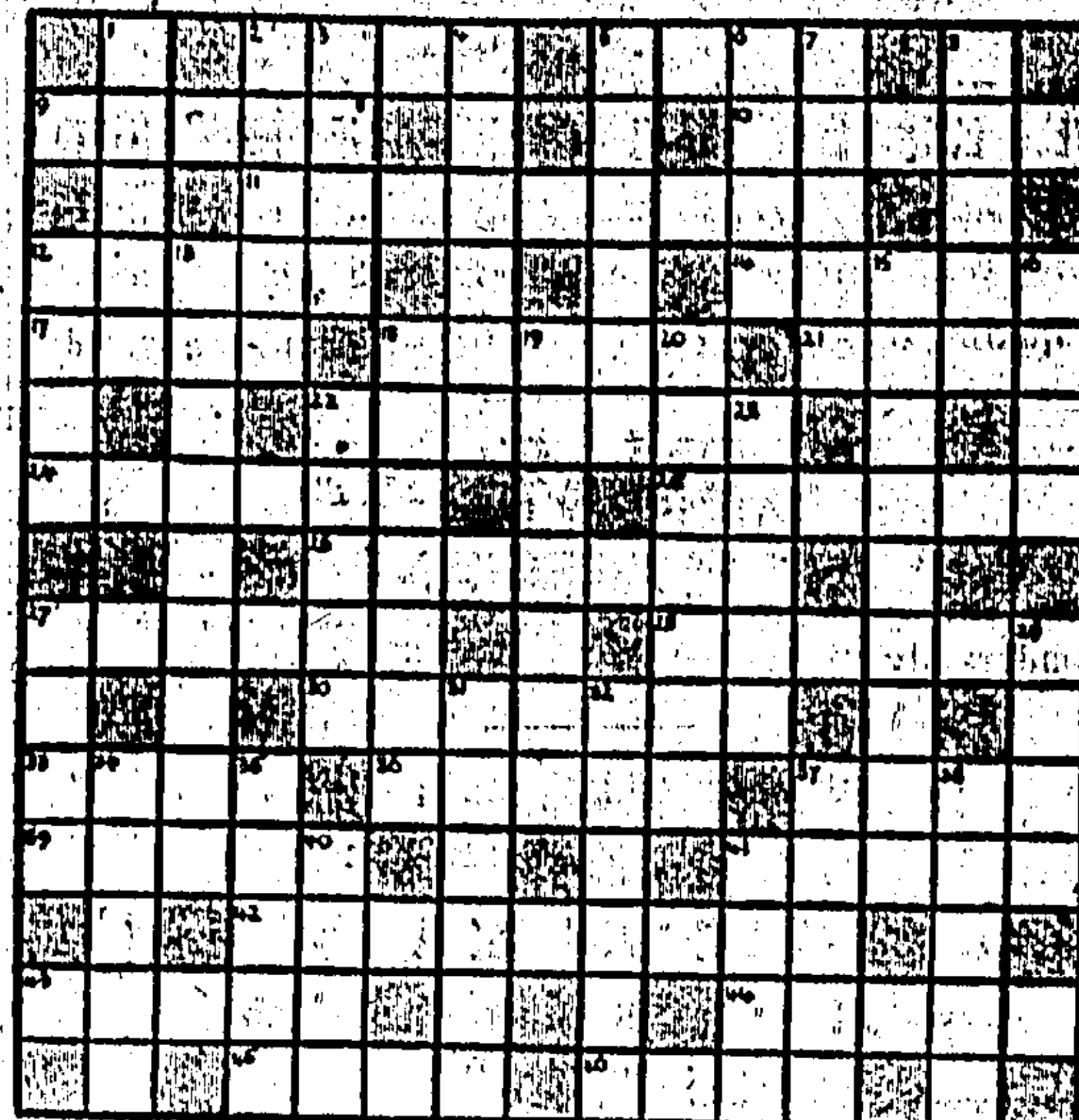
"THE GAUCHO."

DOUGLAS FAIRBANKS' NEW PICTURE.

Douglas Fairbanks will be with us again soon, this time as a bandit chief at the head of an army of liberators in South America. The title of the film is "The Gaucho." Doug is seen as the terror of the Andes, riding the country at the head of his army, taking and looting town after town until he comes to the Miraflores City, when his regeneration is effected through the lady of the shrine and he marries a wildcat mountain girl.

"The Gaucho," which is full of thrilling incidents, filmed in beautiful mountain settings, will be screened at the Queen's Theatre from Tuesday to Saturday of next week, and attention is drawn to the special times for performance, announced in a display advertisement appearing elsewhere in this issue.

OUR CROSSWORD PUZZLE.



Across.

2. Plant.
5. Composition for two.
9. Condition.
10. Sinned.
11. Characteristic of infancy.
12. Burn with hot liquor.
14. Savoury.
17. Fruit of W. African tree.
18. Conrso.
21. Woolly plant.
22. Welcomed.
24. Kind of sofa.
25. Made vacant.
26. Sleeps.
27. Entrap.
28. Smoky (Shak).
30. Spiral lines.
33. Egyptian Deity.
36. Took dinner.
37. Portico (Greek arch).
39. Strings.
41. Long printed weapon.
42. Compounded.
43. Instruments of mastication.
44. The best.
45. Kind.
46. Fibre of Down.

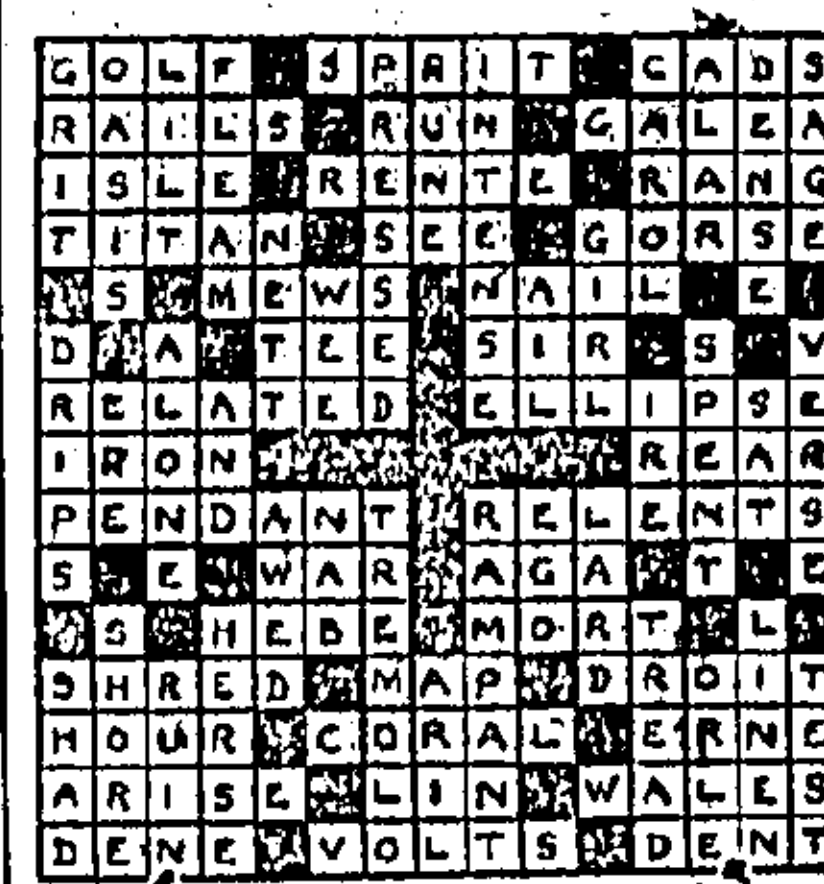
Down.

1. Fix.
2. Step for getting over a fence.
3. Go.
4. Lenn.
5. Abhor.
6. Shake like fish (plur).
7. Behave towards.
8. One of a race of genii (Moham myth).
12. States.

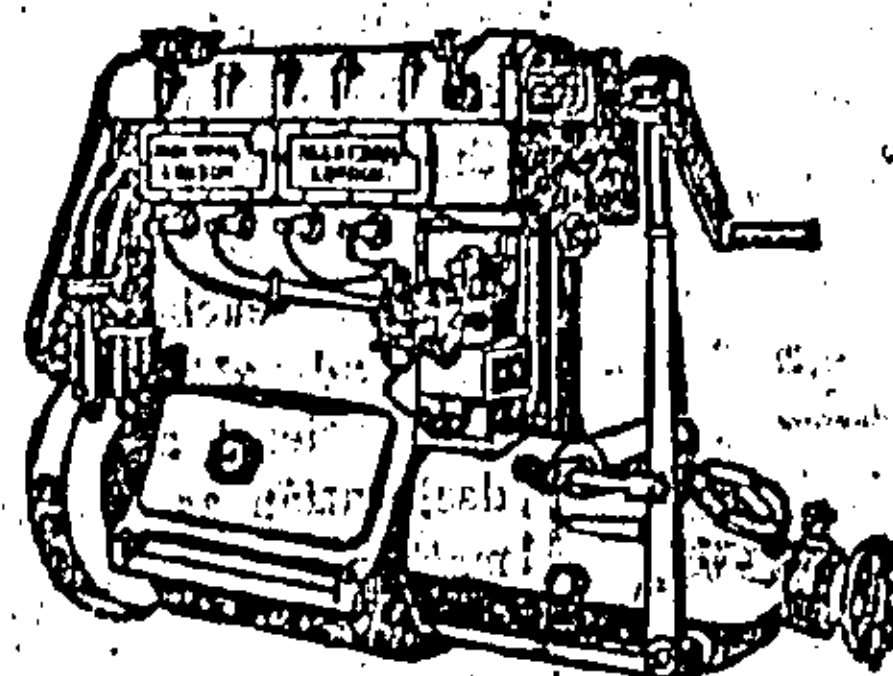
Pertaining to science of taste.

16. Make an affirmation.
16. Not alive.
18. Made green.
19. Colouring matter obtained from red wine.
20. Divided.
22. Smallest ancient Jewish coin.
23. Prescribed portions.
27. Terminal appendage.
28. 12 months.
31. Univalve mollusc.
32. Finished.
34. Rescues.
35. Denominations.
37. Turn of work.
38. Hop-kills.
40. Call from a distant place.
41. Boil slowly.

Yesterday's Puzzle.



AILSA CRAIG BRITISH MARINE MOTOR



	4-6	H.P.	2	Cylinder
	6-8	"	2	"
	7-12	"	4	"
	10-14	"	4	"
	16-20	"	6	"
	20-24	"	4	"
	28-36	"	6	"
	20-45	"	4	"
	40-70	"	4	"
	40-70	"	6	"
	60-100	"	6	"

OVERHEAD VALVES. RELIABILITY—SMOOTH RUNNING.

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EXTRA!

OSCAR HAS CHALLENGED TAGALONG TO A RACE BETWEEN HIS DONK 'CLARA' AND TAGALONG'S PONY 'LINDY'.

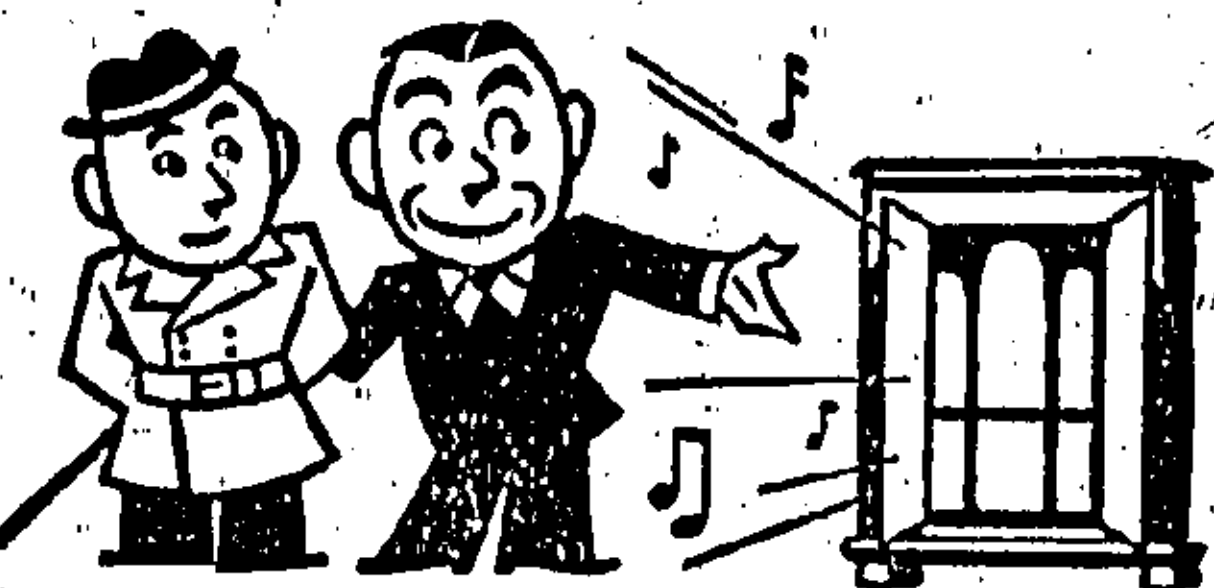


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 The non-alcoholic Champagne. An excellent substitute for sparkling wine, possessing the same wonderfully stimulating and refreshing qualities.
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for owning the Orthophonic Victrola is the wonderful performance of the instrument itself—rich, clear, full-volumed. It plays all the world's music, whenever you wish, as you never heard it played before! Come in and let us give you a demonstration. No obligation. It will be a mutual pleasure!

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AND A CONVENIENCE NOW.

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 delicacies back with him.
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KELLER, KERN & Co., Ltd.
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The
Hongkong Telegraph.

SATURDAY, FEBRUARY 4, 1928.

THE EIGHT-HOUR DAY.

Something of a surprise has been created in international circles by the intimation that the British Government does not see its way to ratify the Eight-Hour Day Convention which first saw the light of day at the Washington Conference in 1919. In principle, most of the Powers have subscribed to the Convention, but considerable difficulty has been encountered in getting complete assent to its terms. We think we are right in stating that Belgium, Bulgaria, Chile, Czechoslovakia, Greece, India and Rumania are the only countries which have so far ratified the Convention, although most of the Powers have been giving the matter close attention for some years. Britain now takes the stand that the Convention was hurriedly concluded without sufficient experience of the effect of reduction of hours, and that it can hardly be made to conform to the complexity of modern industrial life. That, apparently, is the decision reached after a searching study of the question, and we can at least admire this definite declaration as likely to bring the matter once again out into the open so that the practical aspects of the question can be seriously gone into.

It should be understood that the Convention provides for a general, not rigid or absolute, limit of 48 hours as a working week. Certain exceptions are made—a limit of 56 hours is permitted in the case of continual process work, the loss of hours on the customary short day of the week to be made up on the other five, and the averaging of 48 hours throughout the year when conditions involve going beyond that limit at certain periods. Representatives of several countries, including France and Germany, have already met more than once in conference in the hope of securing a uniform standard of working hours amongst the chief industrial nations of Europe, but it has been found impossible to get international agreement on this point. As far as Britain is concerned, the special Committee set up some three years ago to enquire into the conditions of British industry and commerce found that the average weekly hours had been reduced from 58 to about 48, and at the same time it pointed out that legislation enacted abroad for the 48-hour week had

been reduced from 58 to about 48, and at the same time it pointed out that legislation enacted abroad for the 48-hour week had

pedents. Then there was a debate on the subject in the House of Commons just a year ago, at which there was a consensus of opinion in favour of ratification, though several speakers were against immediate or unconditional acceptance. Mr. Betterton, the Parliamentary Secretary to the Ministry of Labour, then announced that the Government had set up a Cabinet Committee to examine the whole position, and inasmuch as he has made the intimation of Britain's decision it is clear that this latest announcement represents the conclusions reached by that Committee.

The British plan now is to aim at the revision of the Convention rather than to attempt to put into force provisions which cannot be made to square with the present position of industry. Inasmuch as many of the other big Powers have not yet ratified the Convention, we may take it that similar difficulties in adjusting its terms to modern conditions are being experienced. The merit about Britain's announcement is that it reflects a resolve to cut out all pretence in dealing with what is obviously a most complicated problem.

Nanking and Progress.

When we were very young our tutor was at very great pains to impress upon us that one of the first principles of progress was to do all the little jobs first, and then devote undivided attention to the bigger things. It is a principle which applies to all spheres of life, even to politics, and we commend it to Marshal Chiang Kai-shek, the prime mover of the Kuomintang Conference just opened at Nanking. A week ago even Marshal Chiang, ever an optimist, was almost persuaded that the Fourth Plenary Conference would never be held. Yet no sooner does he gather an audience—who? what? and whence? being in the majority of cases impossible to discover—than a diatribe commences interspersed with the usual slogans, denouncing Communism, denouncing Imperialism, calling for an adjustment of foreign policy, and expressing devoted adherence and patriotic fervour with regard to the Nationalist movement. We have heard the same things over and over again from practically every Nationalist who steps on a platform. We wonder that gramophone recordings are not made in order to save their vocal organs. As the result of Thursday's meeting before the gathering at Nanking has actually gone into conference, a committee, of which Chiang himself is naturally the head, has been appointed to consider the necessary adjustment of foreign policy. Any reason brought to bear on the China situation today indicates that her chief troubles are to be found on her own doorstep. When adjustments are made in matters of vital importance to China's internal organization, Nanking, or any other regional power for that matter, can afford to take the necessary steps towards putting her foreign policy on a sound basis. Surely Chiang Kai-shek must know that nothing definite can be done until China is in a position to give guarantees. Marshal Chiang Kai-shek cannot even guarantee his own position in the political arena at the moment. We do not suggest that the reports of a united front by six provinces are all according to Cocker, but we do say that the "Kwangsi Clique" have no love for him at all, and will seize upon the first opportunity of ousting him, while his position in Shanghai is none too safe, as the recent "scare" clearly demonstrated. We should be much more pleased if the Kuomintang decided to do something original as, for instance, endeavouring to introduce a little harmony for a change, to lay all their cards on the table, and leave intrigue to the Communists they denounce. We do not expect them to do this any more than we expect any radical improvement to be effected by the Nanking deliberations.

The health bulletin of Eastern ports, for the week ending Saturday last, issued by the Principal Civil Medical Officer of Health yesterday, contained the following cases, the figures in parentheses indicating deaths: Plague, (2), (8), Bassett (3), Bombay (2), Rangoon (7), Colombo (1), Bangkok (1), Calcutta (1), Cholon, Calcutta (24), Madras (8), Negapatam (1), Semarang (1), Bangkok (28), (18), Saigon (1), Small-pox, Bombay (28), Calcutta (11), Madras (18), Negapatam (4), Rangoon (34), Tuticorin (1), Vizagapatam (1), Pondicherry (5), Belawan Deli (5), Bandjermasin (8), Chang Chun (4), Dairen (1), Mukden (1), Shanghai (3).

DAY BY DAY.

A GOOD LISTENER IS NEVER FOOLISH IN THE EYES OF HIM WHO SPEAKS.—Jane Wardle.

The Government proposes to lease foreshore at Pillar Island, off Gin Drinkers' Bay. The area is 200,000 square feet and the upset premium is \$2,000.

His Excellency the Governor has approved of the promotion of Second Lieutenant J. E. Hancock to the rank of Lieutenant in the Hongkong Volunteer Defence Corps.

At the P. W. D. offices, on the 20th instant, New Kowloon Island Lot 1122, situated at Shamshui, will be sold by auction. The area is 2,082 square feet and the upset price \$2,602.50.

A Chinese widow, residing at No. 143, Temple Street, Yau-nai, reported to the police yesterday that a friend of hers who borrowed jewellery from her to the value of \$190 absconded with the jewellery.

The Government is inviting tenders for concrete sleepers for the Kowloon-Canton Railway, and also for the demolishing of certain buildings at Victoria Gaoi and erecting a new reception block there.

A ricksha coolie who was entrusted by his master, a shopkeeper, with the delivery of two blankets, valued at \$40.40, to a customer in the Great Eastern Hotel, carried out his errand but failed to return with the money.

A Chinese coolie was removed to the Government Civil Hospital from the Talkoo Sugar Refinery yesterday. The man sustained injuries to his leg whilst working at the Refinery, a piece of plank falling on him.

It is notified that, at the expiration of three months, the China Sun Motion Pictures Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

General Wu Te-chen, the former Canton Police Chief, is to take up office to-morrow as one of the commissioners of the Canton Government. For the present he will be acting Commissioner of the Ministry of Reconstruction.

To the register of local medical practitioners have been added the names of the following Bachelors of Medicine and Surgery of the University of Hongkong:—Dr. Chow Tin-Cham, Dr. Ko King-fan, Dr. Albert Kwan Shek.

Mr. A. E. Wright, F.S.I., chartered surveyor, has been appointed a member of the Board of Arbitrators to determine the amounts of compensation to be paid in respect of the resumption of certain lots of Crown land at Wong Nei Chung.

His Excellency the Governor has re-appointed, provisionally and subject to His Majesty's pleasure, the Hon. Sir Henry Pollock, K.C., to be an Unofficial Member of the Legislative Council for a further period of four years, with effect from the 17th January, 1928.

A warrant has been issued for the arrest of a Chinese named Tse Tit, a rent collector employed by Messrs. Wing Yick, contractors, of 21, Swatow Street. In a report to the police, the master of the contractors' shop states that Tse Tit collected \$781 from various shops in Shaikwan during the past few days and absconded.

The currents films at the World Theatre and the Star Theatre will be screened for the last time today. The picture at the World Theatre is Gloria Swanson's notable production, "Bluebeard's Eighth Wife," and the picture at the Star Theatre is Pola Negri's new drama, "The Crown of Lies." Both are excellent films for the Saturday half-holiday.

Tsang On-wing and Cheung Man-kun, the two Chinese clerks who were formerly employed at the Treasury, appeared before Mr. R. E. Lindell this morning, in connection with charges relating to losses sustained by the Treasury amounting to over \$200,000. They were formally remanded until Thursday February 9th at 11 a.m. when, it is understood, the case against them will be commenced.

The stirring story of Ben-Hur and his rival Messala, the scenes of which are laid at the advent of the Christian era in Palestine, Syria and Italy, is the magnet that is still attracting all ranks of theatre goers to see "Ben-Hur" at the Queen's Theatre. Ramon Novarro and Francis X. Bushman as the protagonists, Betty Bronson, May McAvoy and Carmel Myers in the principal feminine roles are also popular favourites. "Ben-Hur" has only three more days to run and should on no account be missed.

A SUDDEN INSPIRATION.

The Man Without a Hat.

Tyler was a hatless enthusiast. In shower or shine his forelock reared rampantly before winter winds, or lay languidly on his brow in a sweltering sun. On rainy days he would shake his head like a dog while laughter lurked in his deep blue eyes—the blue of Saxon skies and the quiet laughter of fair-haired Northmen. But Tyler's whim, if such it may be called—kept him busy with trivial explanations to well-intentioned persons: "Haven't you forgotten your hat?" people would ask when he took his departure after paying calls. "Pardon me, but your hat, sir?" the cloakroom boy would respectfully ask on his entering or leaving the club restaurant.

It was not these things that disturbed Tyler, however, but the constant chance that people might make the mistake of thinking he belonged to places to which he did not belong. That this actually happened eventually, we learned one day from the victim, who, with the air of a martyr, told us that while making some purchases in a well-known department store, an irate lady had rushed upon him demanding why she should have to wait ten minutes for a salesman to attend to her?

"Really, madam," he had replied, "I'm awfully sorry, but I don't belong to this place, and—" "Yes, of course you'll make some excuse! I might have expected it. Shopwalkers are utterly superfluous appendages to any establishment—dressed-up mannikins—useless adornments—whereupon it appears Tyler made his escape without completing his purchases. "Well, if you will go shopping without a hat, what can you expect?" we told him.

"I know what I am going to do next time," he said with some determination; "I'm going to assume the role and get some fun out of it." He did not have to wait long for the opportunity. Tyler knew intimately, every bookstore in the town, and roamed freely and undisturbed among dim corridors of books during lunch periods. One day while confidently taking one book after another from the shelves, dipping into them here and there and then replacing them, a little old-fashioned lady with silver ringlets and dressed in a voluminous black silk gown, approached him with a sweet but timid smile: "Can you recommend a nice book for a young girl just leaving school?" Tyler was just about to give his stereotyped reply—"I'm sorry, Madam, but I don't belong to this place"—when he suddenly decided to adopt the role of a book salesman.

"With pleasure, madam. How old is the young lady?" "She's just twenty; she's my grandchild and is such a dear sweet girl. She's very fond of reading but I don't know the modern books. Things have changed since my time, too, and I'm afraid that people, especially young people, would not care for the books that I loved when I was a young girl. Did you ever read 'Hornet's Penny Stories'?" Tyler raked his memory; the name seemed familiar and seemed to group itself with the "Elsie" books and "Little Women and Little Wives"—the latter of which he had read. Could he dare to admit it to this gentle little woman who had stepped out of a past age? "I've read Louise Alcott," he said, after a pause.

Appreciation leaped to the eyes of the old lady. "Oh, have you! And you're so young—and a man! Oh! I'm so glad some people still read those books."

Recollecting his purpose he said "Does your granddaughter prefer romance or adventure?" "When she a child she was fond of 'Robinson Crusoe' and 'Swiss Family Robinson,' hesitatingly ventured the little lady of the curls. Tyler had a vague sort of recollection of a book of which his sister had once spoken appraisingly. "Her Husband's Horses," that was it! Oh was it? At any rate it sounded like a book title, and if it wasn't it ought to be, Rashly he said, "Perhaps 'Her Husband's Horses,' by Bertha Brilde, would be just the thing for the young lady?"

The little lady blushed and stammered, "I don't like the sound of it, somehow." With evident relief, he turned quickly to another subject: "Well, what about something of an educational character; 'The Fall of Rome,' for example?" "Wouldn't that be too much like a schoolbook?" whispered the lady apologetically.

"Yes, perhaps it would," instantly agreed the masquerading salesman. "I've got it! Just the very book!" A picture of a young girl in a blue dress with puffed sleeves and tight waist, sitting in an English garden reading beneath a spreading elm tree, floated into his imagination—his sister, the sister who had mothered him and guided him and to whom he owed so much. "The title of the book had always fascinated him, though he had never read it; but his sister loved it, and that was commendation enough. "Queechy,"

"Oh! that sounds nice!" She had caught his enthusiasm, too. "I'm sure that will do. Thank you, I'll take it. I seem to remember something like that, but if you know it so well it must be a book that young people would appreciate today." "Will you ask the clerk over there to let you have it, madam." Then he turned aside hurriedly; he was beginning to have grave doubts about his recommendation for the modern young woman. Slipping behind a row of book shelves, he waited for the sequel.

The sales clerk listened respectfully to the old lady, then scratched his head with a puzzled expression. Finally he disappeared into a deep recess, but in a moment or two reappeared. "Madam, I'm sorry, but that book has been out of print twenty years. You might possibly pick up a copy at a second-hand bookstore; or, I suppose, you could borrow it from the public library."

"Oh dear, dear! What shall I do?" The pathetic tone reproached Tyler to the extent that he decided to make a clean breast of his perfidy. "My dear madam," he began, "I don't belong here at all. I'm only a customer like yourself, but when you asked me to recommend a book for your granddaughter, I thought I might help you in your selection. But really, I don't know anything about young girls' tastes in literature; and I certainly don't know anything about girls' books. Of course you thought I was one of the assistants here, didn't you?" She looked at him with considerable surprise, but no annoyance, then said slowly: "Of course I did; you haven't got a hat!" Then a sudden inspiration came to Tyler. "Lady, I know just the book you want now; and this time I know you can get it—An Uncrowned King."

A.J.P.

THE "BELGENLAND."

FIRST TOURIST SHIP OF SEASON.

The American Express Co. write us to state that the announcement that the Empress of Australia is to be the first of the around-the-world liners to visit Hongkong this season is incorrect.

STEAMER MOVEMENTS.

The s.s. President Pierce of the Dollar Steamship Line will arrive from Tacoma and Seattle via Victoria, Yokohama, Kobe and Shanghai on Sunday, February 6, 1928. This steamer will sail for Manila on Monday, February 6th, at 6 p.m. The s.s. President Madison of the American Mail Line will arrive from Manila on Monday, February 6th, at 8 a.m. and will sail for Victoria and Seattle via Shanghai, Kobe and Yokohama on Wednesday, February 8th, at 9 a.m.

POEMS WHICH LIVE.

THE WORLD.

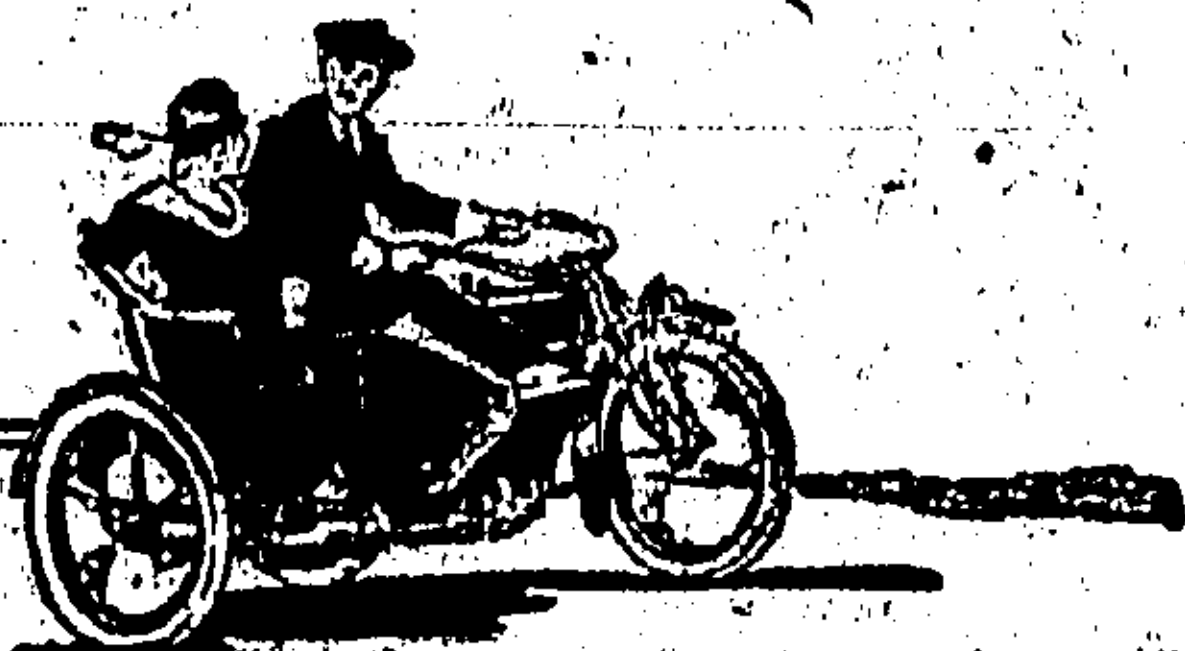
The world is too much with us, late and soon,
 Getting and spending, we lay waste
 our powers;
 Little we see in nature that is ours;
 We have given our hearts away, a
 sordid boon!
 This sea that bares her bosom to
 the moon;
 The winds that will be howling at
 all hours
 And are up-gather'd now like sleeping
 flowers,
 For this, for everything, we are out
 of tune;
 It moves us not—Great God! I'd
 rather be
 A Pagan suckled in a creed outworn—
 So might I, standing on this pleasant
 lea,
 Have glimpses that would make me
 less forlorn;
 Have sight of Proteus rising from
 the sea;
 Or hear old Triton blow his wreathed
 horn.

—Wordsworth.

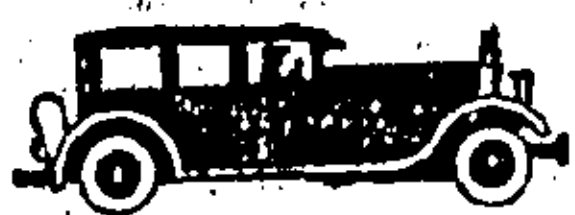
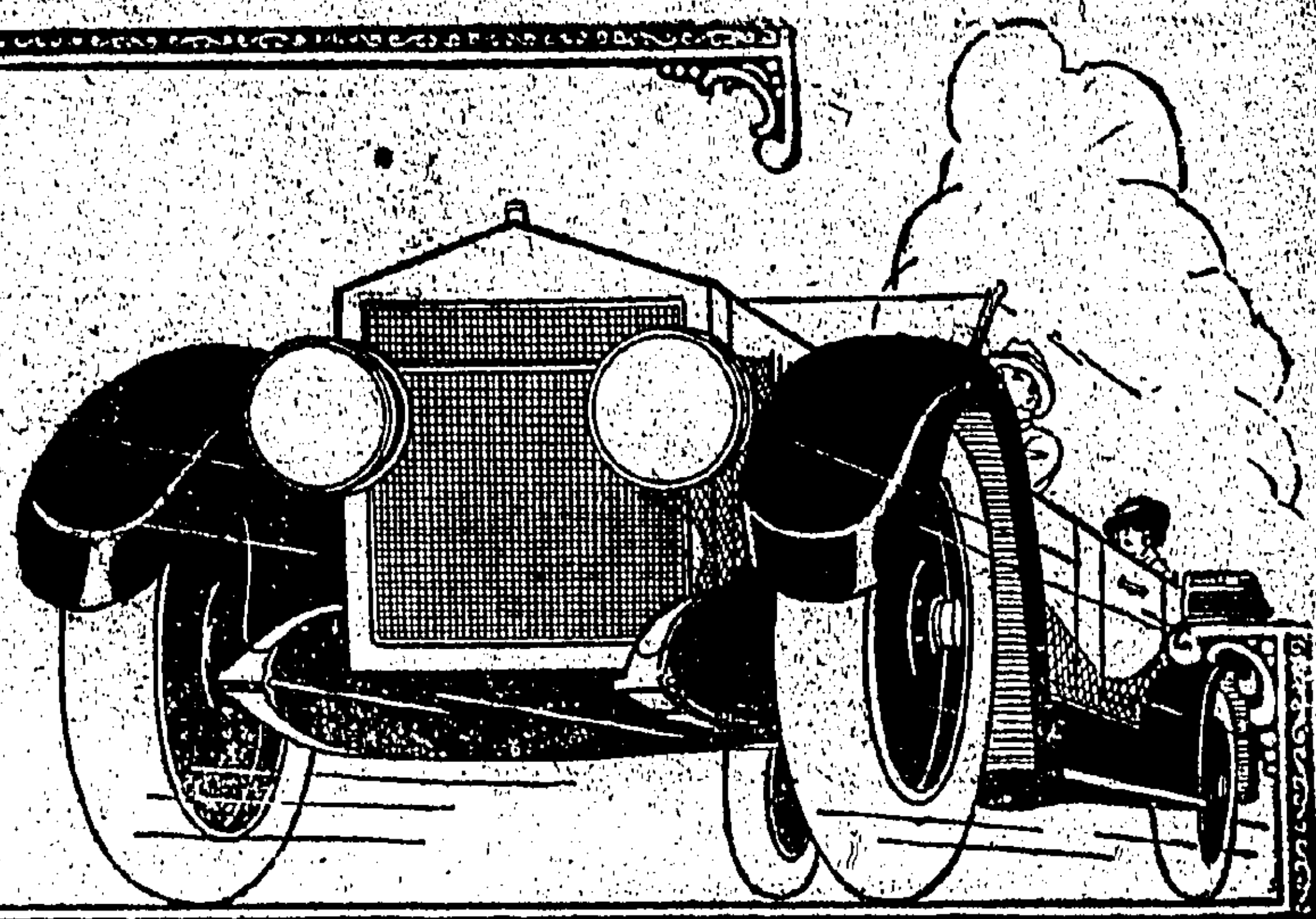
PROGRESS OF R.A.F. FLIGHT.

Akyah, Feb. 3.
 The R.A.F. flying boats have arrived here from Calcutta—
 Reuter.

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.
SATURDAY, 4th FEBRUARY, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Caution Sign Wanted.

There is obvious need for a danger or "Go Slow" sign at the top of the Dairy Farm Hill, Pokfulam. There is a control sign at the entrance into Pokfulam, but there are quite a number of drivers who seem to think that this sign controls only that stretch of road along by the Dairy Farm premises, and that they are out of the controlled area when they pass the bridge at the top of the hill. It is true that the "decontrol" sign is not passed until the bottom of the hill is reached but a motorist might be forgiven for thinking that the first control sign related only to the village and Dairy Farm premises. A special reminder of the dangerous nature of the hill about to be negotiated ought to be provided at the top of it, immediately after the bridge is crossed. Even the control area speed limit of 15 miles per hour can very easily be dangerous on some of the corners, and drivers should be given the benefit of an extra caution.

Solving a Problem.

The manner in which light cars of the Austin Seven type are solving the transportation problem of many residents on the middle levels is testified to by the growing number of small car owners on this altitude. For the majority who live in the region of Queen's Garden, Robinson Road and Conduit Road, the Peak Tramway is too far away to be of service and there has, in the past, been almost sole reliance on chairs. But light cars are becoming the solution of the chair problem, for problem it is when coolies are demanding higher fares, are often insolent to women and, in the summer time, when their strength is over-taxed by struggling up the steep slopes of the usual routes. And a light car is proving cheaper than a hot chair. If it is raining or too hot to walk, a chair must be taken both ways when a visit is made to town and that involves an expenditure at about 80 cents whereas the average running cost of a small car from the Robinson Road level is not much more than ten cents each way. A car is quicker, and in every way preferable.

Motor Cycle Police.

The Canton Police Department has decided to form a motor cycle police squad for patrol and other duty on the new malcos in that city, and we are informed that the Indian Scout is the motor cycle which has been chosen. An order for twelve of these machines has been placed with the local agents, Messrs. Alex. Ross and Co., Ltd. The machines are due to arrive towards the end of this month and will immediately be sent up to Canton for duty.

A Dangerous Practice.

It is our endeavour week by week to point out dangerous points at which special care should be taken, or to call attention to any dangerous practices, and we would this week like to refer to one dangerous proceeding that ought to be stopped. When two trams are travelling in opposite directions along Queen's Road and near the junction of Murray Road, it often happens that the tramcar proceeding westward is being followed by a motor car, which, without waiting to see that no east-bound traffic is approaching, pulls out to the right in the intention of turning into Murray Road. We know that collisions have already occurred through this act of stupidity, and there will assuredly be a serious smash at this point one day if the practice continues. Drivers must understand that they should not suddenly pull out to the right from behind a tramcar, but should make quite certain that the road is clear.

The act complained of would come under the heading of negligent driving and a few prosecutions might have the educational effect desired.

A Garage Suggestion.

In the Home motoring journals there are always to be found advertisements relating to relatively cheap garages, which can be bought from the makers and assembled on the sites desired. It occurs to us, in view of the great scarcity of private garages, that there is room for a little enterprise here in this regard. Apparently, the Government is not prepared to build further garages on the Peak—at least for the present—and there are numbers of cars left out in all kinds of weather. For a car owner to secure the necessary land and build his own garage is too costly a proposition, but it should not be beyond possibility for a private company to secure garage sites from the Government and to erect an inexpensive type of garage, deriving profitable income from the rents charged. Land would be the most expensive item, but here the Government could assist enterprise by making only a nominal charge provided the land were used solely for garage purposes. The Government would also have to sanction a cheap fire-resisting type of structure. There is no shadow of doubt that lack of garage accommodation is definitely hampering the growth of private motoring among residents on the Peak and middle levels.

Don't Tinker.

A case has just come to our notice in which it has been proved that if a private owner has doubts as to the correct method of effecting any repair or adjustment, it will pay him to put the job in the hands of a reputable service station rather than to tinker with the job himself. The electric lighting system of a motor cycle did not seem to be up to full efficiency and the owner (knowing nothing about such matters) thought he would investigate. When he came to re-wiring he had to call in a Chinese workman to help him, and when the cycle was later in use the ammeter failed to show a charging rate. The re-wiring had been incorrectly done and the equipment had suffered a lot of damage in consequence. He is a sadder but wiser owner now, and there's an obvious lesson for all in the incident.

Motor Bus Service.

The growing use of the motor bus service, operated by the Hongkong Hotel Garage, between Blake Pier and the University, is evidenced by the fact that as from Wednesday last an augmented schedule has been in operation, giving a 7½-minute service during the busy hours of the day. The detailed timetable which has already been published (and which will be found on another page of this issue) shows that between the hours of 8 a.m. and 10 a.m., 12 noon and 2 p.m., and 4 p.m. and 8.30 p.m. buses will leave Blake Pier every seven-and-a-half minutes, returning with similar frequency from the University. Residents of the districts served by this popular service will doubtless appreciate the considerable enterprise of the operating concern.

H.K.A.A. Patrols.

The useful service rendered to members of the H.K.A.A. by the uniformed patrols, and the expressions of appreciation of that service, have resulted in the Committee deciding to engage two more men for the work. From Wednesday last, in addition to the surveillance exercised at the City Hall and Kowloon, another patrol has been posted to the Statue

A FUTURE KING WHO IS HIS OWN CHAUFFEUR.



An interesting picture of the Crown Prince of Denmark, who was recently on a visit to London, at the wheel of a Fiat car. He is Honorary President of the Danish Royal Automobile Club and when motoring he never takes a chauffeur with him as he understands thoroughly all parts of a car and is able to make any necessary repairs himself. A typical saying of the Crown Prince is "If you want anything done do it yourself."

MOTOR CYCLING TEST.

Reliability Trial for
Hongkong.

ORGANISED BY THE
VOLUNTEERS.

The proposal to hold a motor cycle reliability trial in the Colony has at last taken definite form and we understand that such an event is being organised by the Motor Cycle Section of the Armoured Car Co. H.K.V.D.C. This will be something entirely new for Hongkong, but at the outset it should be made clear that the trial is no sense a speed competition. It will be a test in which the reliability of the motor cycle and the skill of the rider are tested to the utmost, but the machines will not be required to be driven at high speeds. On the other hand a modest limit, probably 20 miles an hour, will be set for the course. It is well known that apart from the motor roads in the Colony there are a number of paths and tracks and these are particularly numerous on the higher levels. Those responsible for the organisation of the trial are now concentrating on discovering a suitable route over which the trial can be held. In this connection the utmost assistance is being given by the Police Department which has already given permission for certain paths, usually closed to motor traffic, to be used in connection with the trial.

The organisation of such a trial requires that the route be fixed and then thoroughly examined several times. The work of finding suitable paths and of measuring and checking distances is now in hand and details of the course will be made public as soon as this work is completed. It is expected that what is known as "rough stuff" will be included in the course which will be laid to conform to Home conditions as near as local facilities permit. It must be strongly emphasised, however, that although the course will include some rough going necessary for this kind of reliability trial, it will not be a dangerous course. It will, of course, test

square parking area, between the Statue and Des Voeux Road. The hours of duty at these two stations are from 8.30 a.m. until 5.30 p.m., and on the Kowloon side from 8 a.m. until midnight. Members are especially requested to leave rucks, parcels, etc. in charge of the patrol.

both rider and machine, but the personal risk will almost be non-existent, scarcely any more than any run in ordinary riding from place to place. It is hoped that the course will be between 60 and 60 miles long, this including of course, a large number of miles on the ordinary motor roads of the Colony.

The trial will be open to members of the Motor Cycle Section of the Volunteers, the Flying Squad and to all Europeans and it is hoped that there will be an entry of at least sixty machines. Only solo riders will be allowed to compete, some parts of the proposed course being impassable by combinations. The day of the trial has been fixed provisionally for Sunday, March 11, but the time of the start has not yet been decided on.

As soon as further details have been fixed entry forms will be available together with copies of the rules governing the trial. At the moment it is impossible to give any indication of the awards, but there will be a cup for competition among the members of the Motor Cycle Section of the Armoured Car Company. Other suitable awards are also being arranged.

The organisation of such a trial involves a vast amount of preliminary work, and organisation but other essential details will be made available as soon as possible and within ample time for intending competitors to make themselves thoroughly conversant with the rules, etc.

The method of deducting points for poor performances on various sections of the route etc., will be utilised to determine the best performances of the day, and there will be several checks which competitors must pass. It is hoped also to include an observed hill climb in the course.

The Motor Cycle Section is to be congratulated on its enterprise in organising a trial on the lines of those which have become so popular at Home and in other parts of the world. There have been indications recently that such a trial has been keenly awaited by local motor cyclists and it is to be hoped that all those eligible to enter will take part in this first reliability trial and make it such a success that it will be the forerunner of many others.

It should help to stimulate the already healthy interest in motor cycling in Hongkong and bring the Colony more in line with other centres which have successfully organised trials, providing good sport and useful tests of both machines and riders.

BRITISH CARS FOR OVERSEAS.

Increasing Demand for
High-grade Products.

One of the most gratifying features of the increasing volume of exports in British cars is that the high-grade types are now in much greater demand than at any other period during the past few years.

The Sunbeam Company, as one of the oldest-established firms specialising in the manufacture of such cars, has increased its trade very considerably during the past few months. The Sunbeam name has always stood very high in the estimation of overseas motorists, and in most parts of the world Sunbeam cars are in use, giving the same unflinching service as at home.

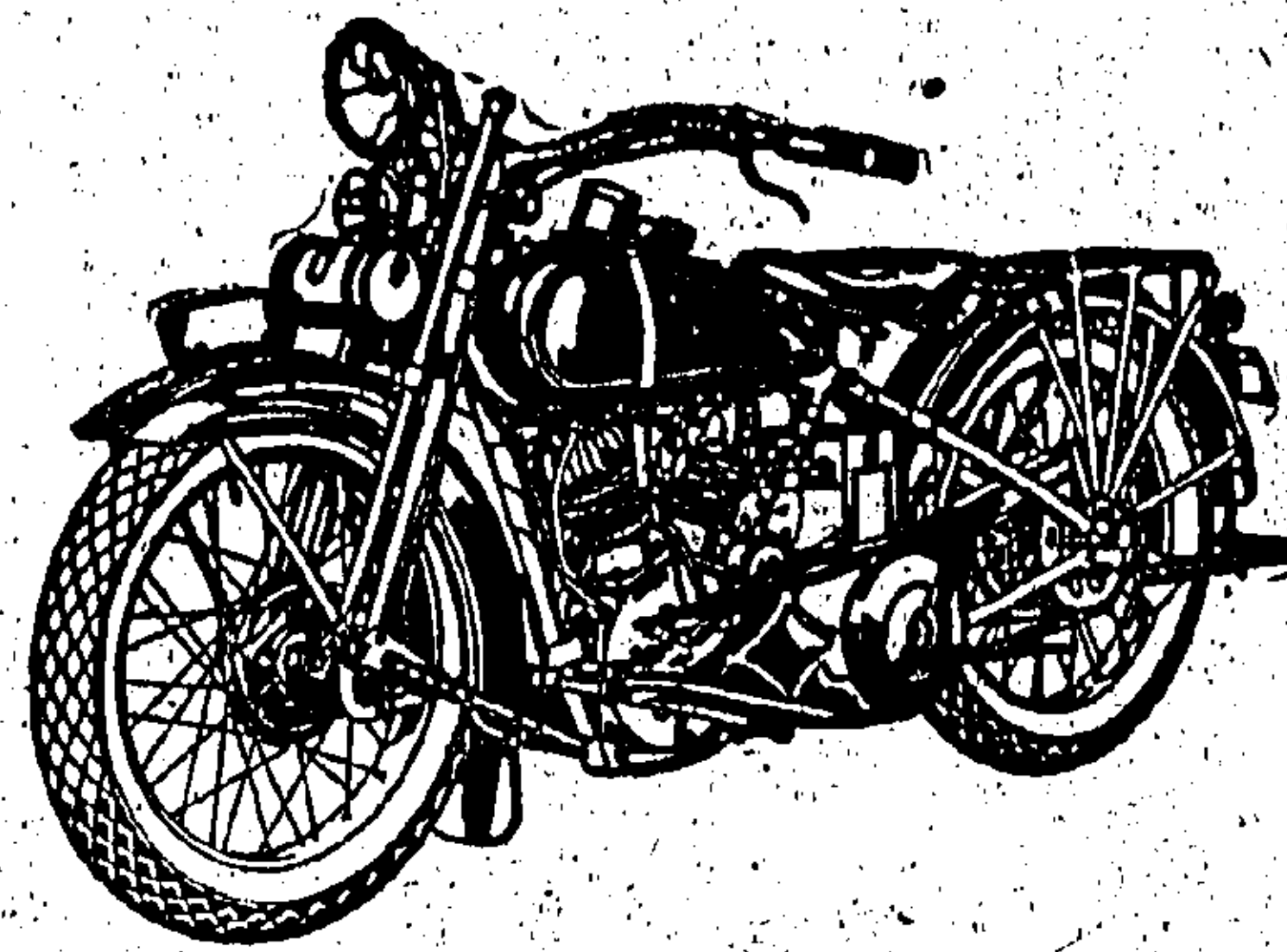
Amongst the recent purchasers of Sunbeam cars is Sir Alexander Muddiman, who is taking two Sunbeams out for his use in Hyderabad.

The Championship of Denmark for the 1927 season was won by Mr. Carl Mortensen, of Copenhagen, mounted on a "Matchless" Model 1/R overhead camshaft motorcycle. The championship was decided as the result of an extremely strenuous three-day trial, in the course of which the competitors covered a distance of no fewer than 1,000 miles over the worst roads which could be found in Scandinavia, but this success, by Mr. Mortensen and his "Matchless" followed on a long string of successes during the season, partly as a result of which, "Matchless" Motorcycles are now the most popular make in the Land of Danes.

104,000 MILES.

Morris Car's Feat.

The record of a 1928 Morris Cowley, owned by Mr. A. Lingard, of Sydney, Australia, is a fine tribute to the moderately-priced British car. The car has covered 104,000 miles, and is still running well in the service of its owner, who is a traveller for a city firm, and uses the car on business, averaging 80 miles a day, and sometimes carrying very heavy loads in it. During the time he has had this car in use Mr. Lingard has spent £21 in repairs on it, including the cost of a complete overhaul. During recent heavy rains, he covered 485 miles over mountain districts, and experienced no trouble, although many higher-powered cars were held up in different places.



HARLEY-DAVIDSON-1928-FEATURES

Fore-wheel Brakes, Throttle-Controlled, Mechanical oiler and carburetor air cleaner, are prominent FEATURES. Third Shipment due about 15th February.

BOOK YOUR MOUNT NOW-ALL WILL SOON BE SOLD.

For Full Particulars, ring up K. 1242.

THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

Change Oil Every 1,000 Miles.

Reason No. 2—Water.

If you have driven your motor car for 1,000 miles, you may be sure that the oil in your crankcase has been badly diluted with water.

For water is continually being manufactured in your engine cylinders—in this way. When benzene explodes in the combustion chamber, it combines with the oxygen in the air and forms steam. If the crankcase is cold, the steam vapours condense, turn to water, and mix with the oil.

To appreciate the amount of water formed by the action of your engine, hold a glass over the muffler pipe and note the rapid collection of water drops from the exhaust.

For each pound of benzene burned, about a pound of water is formed. Your crankcase oil is often diluted 40 per cent.

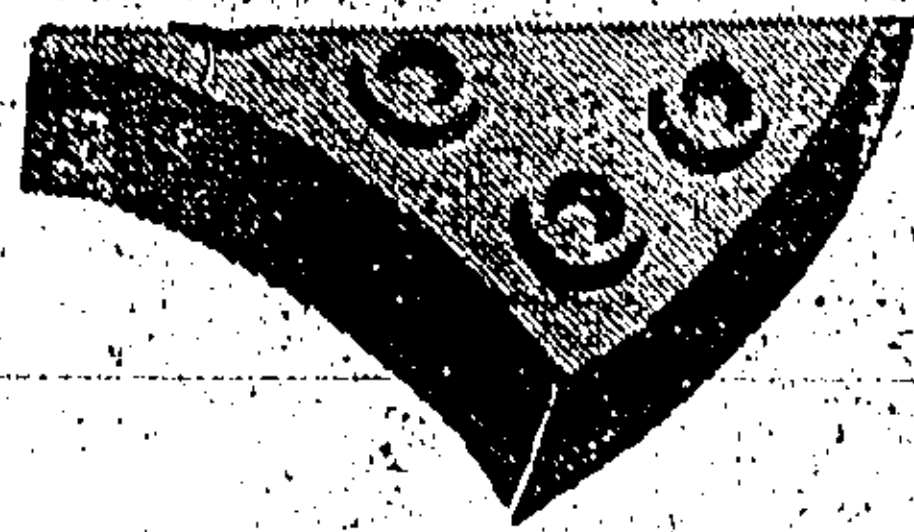
Your engine operates at scorching temperatures. Oil films, to protect, must be thick and tough. Water makes oil thin and weak, causes friction, wear and loss of power. Don't try to operate your motorcar with watery oil. Regularly every 1,000 miles, drain and refill with Mobiloil. Regular crankcase draining will give you a more powerful, quieter engine—added months of operation.



VACUUM OIL CO.

a completely cushioned engine

WHEN BETTER AUTOMOBILES ARE BUILT
BUICK WILL BUILD THEM



rubber heels for the Buick engine

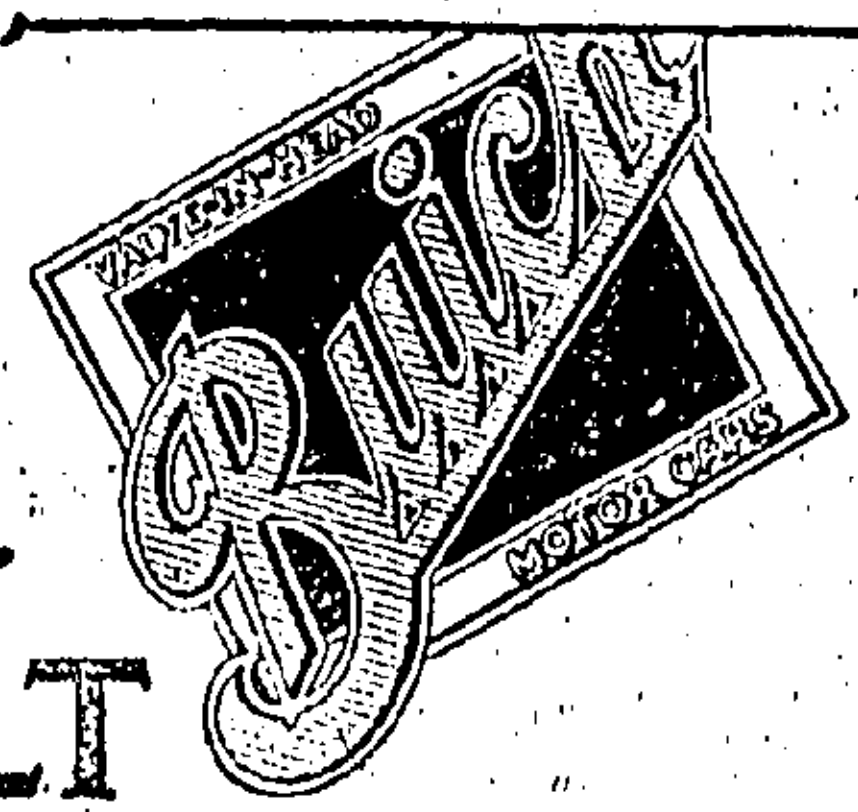
The Buick Valve-in-Head engine now has "rubber heels".

Here is an engine completely insulated and isolated from all metallic contact with its chassis.

Thick rubber cushions, at all engine mountings, absorb noise, and save the engine from road shocks and strains.

Money can buy no finer performance than that of the 1928 Buick, no matter how much you are willing to spend.

The
GREATEST
BUICK
EVER BUILT



THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1248 or 1247.

33, WONG NEI CHUNG ROAD HAPPY VALLEY.

GASOLINE PUMP DELIVERIES.

Shanghai Council's Attitude.

PREVENTION OF SHORT MEASURE.

In last week's issue of the Shanghai Municipal Gazette, the matter of inspection and testing of gasoline pumps at Shanghai garages supplying petrol for motor cars, is dealt with by the Council in correspondence between them and Messrs. Beck and Swann, secretaries of the Automobile Club of China.

This is a recurrence of a discussion which started in 1925, when the Committee of the Automobile Club put forth for the Council's consideration, the question of the urgent necessity to introduce bye-laws dealing with the testing of weights and measures. The recommendation followed upon the publication of views of public authorities in America, who maintained that more than 20 per cent. of public service pumps were delivering short measure in America at that time. In reply to the Club's recommendation, the Council pointed out that it had no powers such as were vested in English Municipal authorities by the Weights and Measures Act of 1878, that the installation of pumps was not subject to municipal licence and that the Council, therefore, had no control over their use. It appeared to the Council that the remedy for the alleged short measure laid in the hands of the purchasers.

The Bye-law Contention.

The Committee of the Automobile Club contended that Bye-law 35 of the Bye-laws published in 1923, empowered the Council to regulate the sale of petrol, and that such sale had been regulated by licence. In reply to this, a letter dated March 3, 1925, by the Council, stated that Bye-law 35 was intended as a safety measure in respect of "dangerous and inflammable materials, namely, those which on account of fire or explosion may endanger life or property," and not as an authority for controlling their sale. "Moreover, the periodic inspection of

gasoline pumps would necessitate an increase in the personnel of the Police force and it is not considered that the whole community could be asked to shoulder the expense for the benefit of motorists only, especially as no question, either of the safety or health of the public is involved," the letter said further. The Council, therefore, found no necessity for a change in its attitude.

In November, 1927, the issue was taken up once more by the Secretaries of the Automobile Club in an endeavour to get the Council to alter its decision regarding the testing of gasoline public delivery pumps. This correspondence published in a recent Municipal Gazette points out that the number of filling stations has increased considerably, and is likely to increase still further in the future, and that it was the opinion of the Committee that some sort of control should be exercised over the delivery installation which would ensure correct measure being given.

The Council's Attitude.

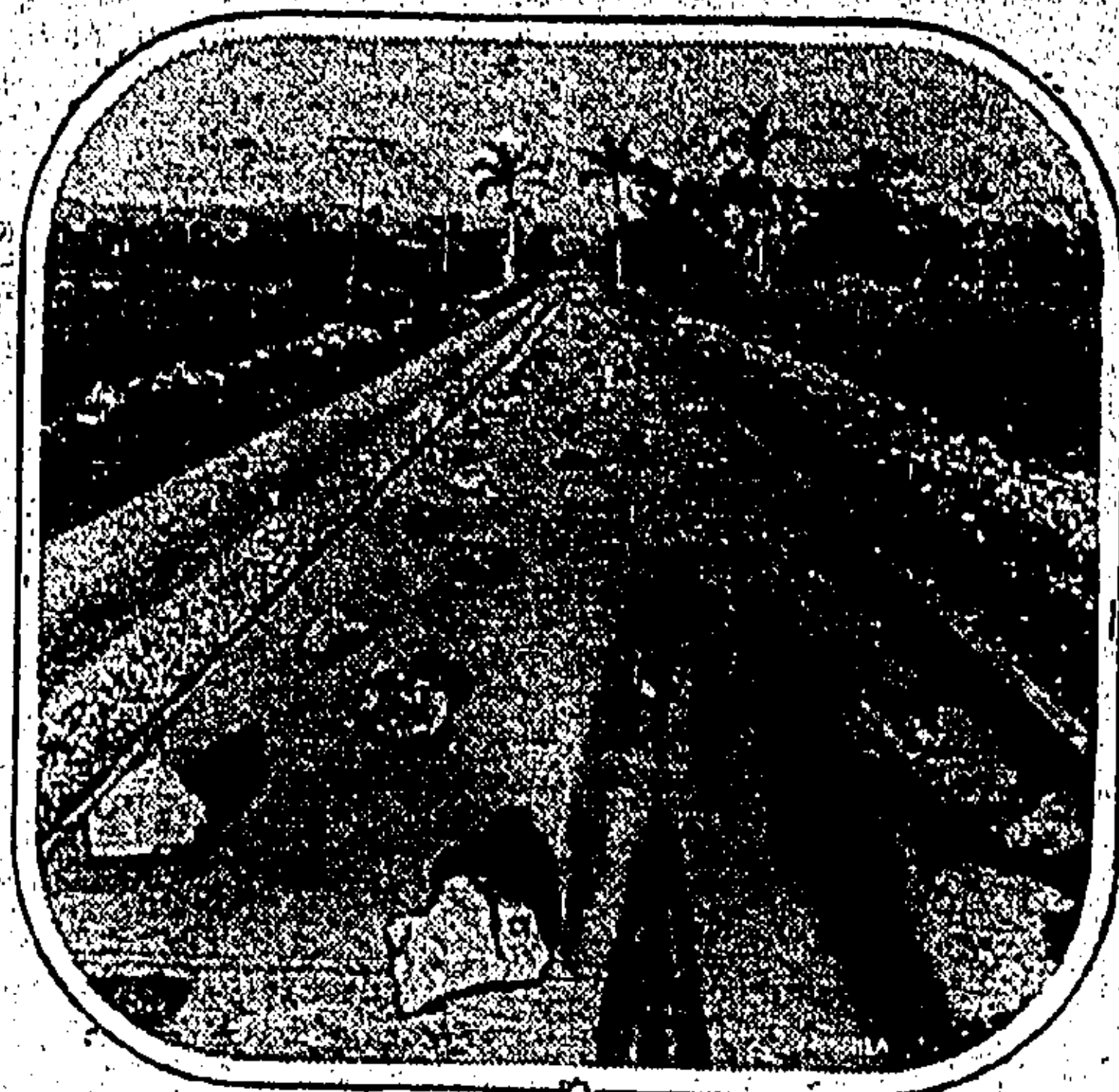
A reply to this by the Council stated its unwillingness still to undertake a general inspection of gasoline pumps throughout Shanghai, for reasons practically the same as in 1925. Letters had been addressed to the companies responsible for the installation of these pumps by the Council, with a view to obtaining evidence which might justify a modification of the Council's attitude. Replying to these inquiries, the companies had stated that they were constantly on the alert to prevent malpractices of this kind, and that the measuring mechanism of their pumps was sealed and could not easily be tampered with. In addition, frequent inspection had proved to their satisfaction that attempts to alter the adjustment were hardly ever made.

The Council did, however, indicate its willingness to Messrs. Beck and Swann, to inspect any particular pump declared by the Automobile Club of China to be delivering short measure, upon receipt of notice from the Club.

256-MILE PAVED ROAD.

The Minnesota high-way from Minneapolis and St. Paul to Duluth is a 256-mile stretch of paved road. It was constructed at a cost of \$5,000,000.

ROAD CLOSED!



The concrete base of the new Central Highway of Cuba is not to be ventured on, insist officials, who put stones over it so that tourists will mind the detour signs.

RIDERS HELD DOWN.

A new device, put out in Germany is designed to eliminate shock to automobile passengers. It consists of two elastic rubber shoulder pieces of belting fastened to the rear of the car and hung over the passenger's shoulders. It is supposed to catch the passenger on the rebound and hold him in place.

New York, Dec. 25.—Wine isn't the only thing that can be made from the dandelion. And asters and golden rod weren't made only for decoration. For Thomas Edison, inventive genius, has announced that he has succeeded in extracting rubber from these flowers, finding a content as high as 3 per cent. in asters. He expressed his doubts, however, as to whether this source would ever be commercialized, but that an emergency supply could be hoped for from it.

DO BIG BUSINESS.

Roadside markets have sold \$100,000,000 worth of produce to motorists this year. This estimate is based on reports from road cars of the American Automobile Association.

A noteworthy feat has recently been achieved by the completion in ten weeks of a fine new motor tug which has just been put into service by the Harbour Department of Cochin. She is 40 ft. long by 9 ft. beam and 2 ft. 10 in. draft, and is equipped with the very latest type of motor machinery which has been supplied by the Allis Craig Motor Co., Ltd., of Chiswick, London. This machinery consists of a 6-cylinder 28/36 h.p. marine motor engine fitted with electric starting motor and a dynamo for lighting the ship. With this powerful engine and a good turn of speed she is one of the finest boats in Cochin.

ADVANTAGES OF SIX-WHEELERS.

The Difference Explained.

The extraordinary growth of road transport in the last few years has led to a complete revision of preconceived ideas. And, as a result, it has been incumbent upon manufacturers of transport vehicles entirely to reconsider their previous designs.

Hence the rigid six-wheeler. The earliest attempts at building a six-wheeled vehicle consisted in telescoping a wagon and trailer into a single unit with the suppression of one pair of wheels. But although this might be regarded as an evolutionary step, the articulated six-wheeler, as it came to be known, was never more than a makeshift; a vehicle with such definite limitations as regards speed, safety and manoeuvring capacity that it could never possibly become the prototype of a new class.

The difficulty in the way of designing a proper six-wheeled vehicle was more imaginary than real. It was argued that whilst it was possible to steer a four-wheeled vehicle around relatively small arcs and maintain all four wheels in rolling contact with the road, this could not be done if the number of axles were increased to three, unless the vehicle were articulated, or unless two of the axles were steerable. It was only when it was realised that the wheels of a vehicle proceeding along a road are never in perfect rolling contact with that road, but that rather the vehicle proceeds in a series of hops, more or less pronounced according to the road surface and the machine's speed, that the conception of the modern rigid six-wheeler became feasible. It was then seen that if the rear wheels were placed as close together as possible so that there would be very little difference in the position of the arcs described by each axle when the vehicle turned, the fact that there was only partial rolling contact would allow of the slight necessary lateral displacement of the tyres which must take place when the vehicle turned.

Theory Proved.

Practice has abundantly proved that this theory is correct. Many

hundreds of rigid six-wheelers have now been built and are in service—some for as long as two or three years—and the predicted excessive tyre wear has not taken place. On the contrary the tyres have actually shown a bigger mileage, in proportion to the weight carried, than those on four-wheeled vehicles. The reason for this is one of the interesting things that was discovered as a result of practical experience with this type of vehicle.

Owing to the "hopping" progress of a vehicle along the road, the differential mechanism, provided between the driving wheels on either side of the vehicle, is constantly in motion. The extent of this movement is almost unbelievable until one tests the matter out by means of two speedometers, one connected direct to the road wheels and the other to some part of the engine ahead of the differential. A noticeable difference in the readings of these instruments will be found in a few yards of progress. At the end of a day it amounts to a matter of miles, and in a year many hundreds of miles.

What actually happens is that every time one of the wheels loses its adhesion, momentarily, it is spun a portion of a revolution by the engine operating through the differential mechanism. When the wheel comes down on the ground this excessive speed must be checked by the friction of the tyre on the ground, and this, taking place continuously, makes an appreciable difference in the wear of the tyres, whilst the wasted engine revolutions show equally in the annual fuel bill.

Wheel Spin Stopped.

On the other hand, in a properly designed rigid six-wheeler with a fully compensated bogie, where one wheel can only leave the ground when the other wheel on the same side is pressed firmly into contact with it, and where all four of the wheels are positively driven from the engine, there must always be at least two wheels in contact with the road on opposite sides of the vehicle, and therefore this wheel spin can never take place; with a net result of a considerable lessening in tyre wear and a very considerable diminution in the cost of fuel.

The practical proof that this is correct lies in the fact that if a differential mechanism be incorporated in the drive between the two axles, these advantages immediately disappear.

BUGATTI'S WORK.

Pioneer of Speed. SMALL AND LARGE CARS.

Distinction of building the smallest and largest private cars ever constructed belongs to Ettore Bugatti, maker of the racing cars of that name.

The smallest car was the Baby Peugeot (for he was designer for Peugeot), and the largest his new straight eight, touring, which is 23 feet long.

At present, he is building a 2,400 h.p. motor boat to travel at 87 m.p.h. and in which he hopes to cross the Atlantic, from Brest to New York, in 50 hours.

Bugatti was also responsible for the origin of the Duesenberg factory in the U.S.A. During the war, he designed an 8 and a 16 cylinder plane engine, which were acquired by the French and American Governments.

The American Government granted a subsidy for the erection of a special factory in which Bugatti aero engines were made, and so the Duesenberg plant was built. Profiting by this experience Duesenbergs have been making racing cars ever since.

MOTOR SHOPS.

Big Profits Made.

Travelling butcheries, in motor vans, have been found in England to be more profitable than fixed stores.

Two motor shops owned by a co-operative society sold meat to the total value of £3,068 in six months, and showed a profit of £s. 10d. in the £.

As against this, the central store of the company sold £2,543 worth of meat, and the rate of profit was £s. 1d. in the £.

It will be seen that in order to obtain the full benefit of the rigid six-wheel type all four wheels must be carried on proper compensating bogies and all four wheels must be positively driven. Thus the utility of designing a rigid six-wheeled vehicle and only driving one pair of wheels is at once apparent. Also, merely to hang an extra pair of wheels under the rear portion of a four-wheeler is equally purposeless, unless the bogies are so arranged as to act in a compensating manner.

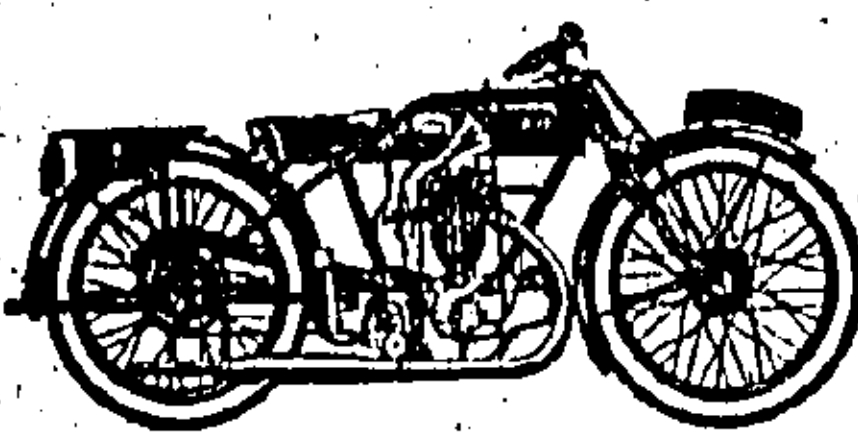
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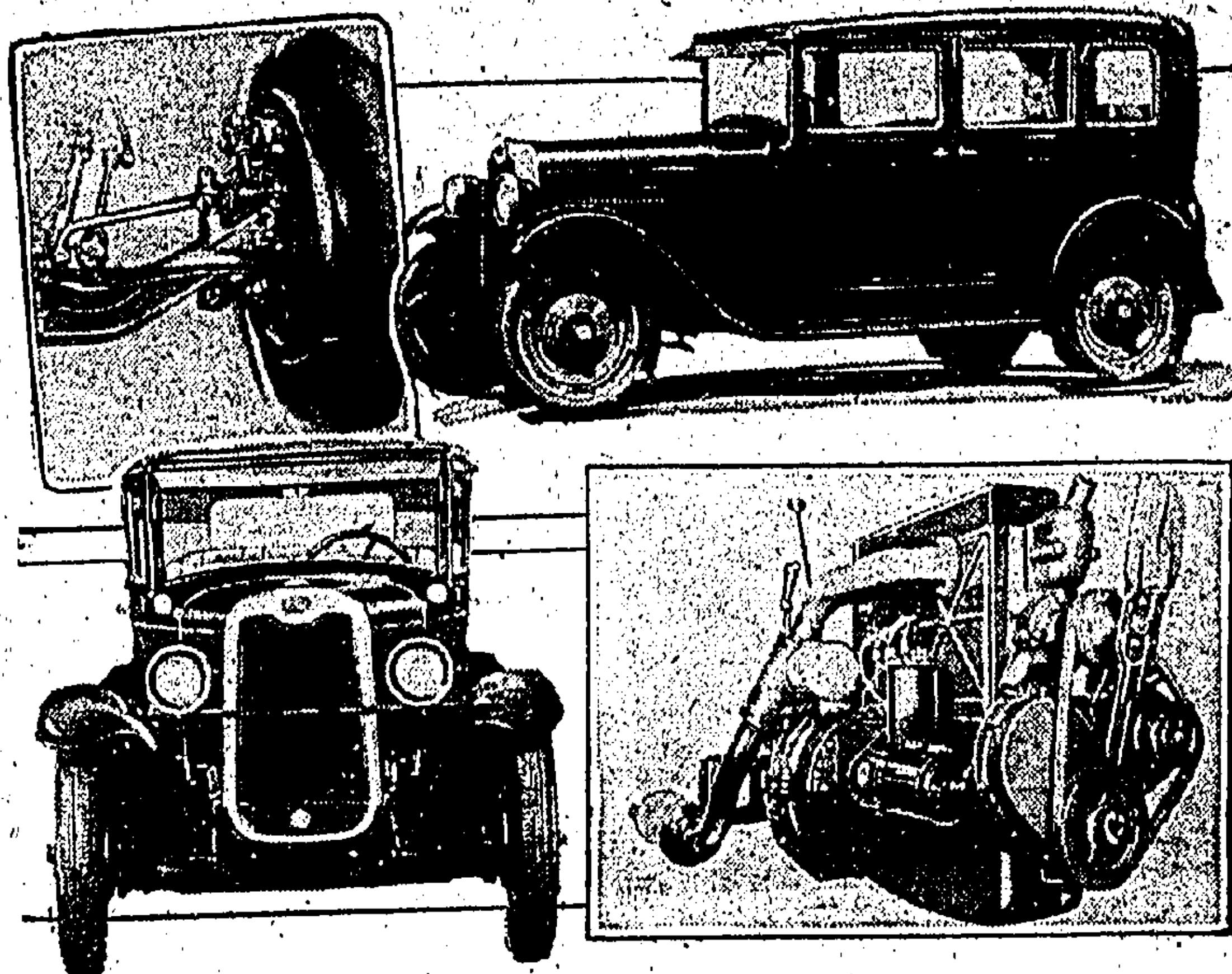
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FEATURES OF THE NEW CHEVROLET.



These pictures show the outstanding features of the new Chevrolet. Upper right is the sedan model, while lower left shows the front with its sleek, high radiator. Upper left is a view of the front wheel brake mechanism, with its individual adjustment. The lower right picture shows the new enclosed engine.

[By Israel Klein.]

If all the claims about the new Chevrolet and the new Ford are true, these cars will be running neck and neck for supremacy in the automobile sales field of 1928.

Both will be considered by the same prospects, no matter what the difference in price, for both are definitely built for the low-price field. What will sell Chevrolet will be each buyer's personal opinion as to its advantages over the Ford, while the accumulated sales of each will tell the tale at the end of the year.

That the new Chevrolet has some advantages over the new Ford is not to be doubted. But at the same time it lacks certain innovations that make the Ford a threatening competitor.

For instance, the Ford has four hydraulic shock absorbers, while the Chevrolet builders have satisfied themselves with what are called "reverse checks," or two inverted spring steel bows on each spring, intended to increase spring friction and improve the car's riding qualities.

More Choice in Fords.

The new Ford has a multiple disc clutch, against the single-plate type of Chevrolet. It has a gasoline pump on the dash, thanks to the tank directly in front. And it has four colour options for every one of its five models.

On the other hand, the Chevrolet has lengthened its wheel-base to 107 inches, 3½ inches more than the Ford. It has a deeper and stronger frame, a high and narrow radiator, a thermostat in its cooling system, a combination steering and ignition lock, disc wheels of the same size as those of the Ford, four-wheel brakes supplying 21 square inches more braking surface than those of the Ford, semi-elliptic springs that extend lengthwise over 84 per cent. of the wheelbase, an increased steering ratio that makes the gears practically irreversible, a vacuum feed fuel system, a stronger front axle and minor appointments within the car that are not found on the Ford.

More Powerful Engine.

The engine of the Chevrolet has also been improved in power and performance. Its power has been increased by one-third its former rating, raising it above 30 horsepower, against the Ford's 24. No claim is made as to speed and mileage, except that it will go five miles an hour faster than the former model. But its two-port exhaust, improvement in the valves and pistons, and a stronger camshaft promise greater efficiency and economy on the part of the new car.

The new Chevrolet engine has been entirely enclosed to produce a quieter and cleaner power plant. A new crankcase cleaning system stops the leakage of engine fumes into the body of the car.

Wide molding and long streamline effects on the body produce a feeling of lowness and speed, that is accentuated by the sleek radiator and the horizontal hood. The lengthened wheelbase permits of more room in each body. Chromium plated fittings insure against rust.

HONGKONG'S PUBLIC CARS AND BUSES.

Work of Police Mechanical Department.

A HIGH STANDARD.

An interesting review of the year's work performed by the mechanical department of the police force in bringing up the standard of public cars, lorries and buses to as high a standard as possible, has been given to a *Telegraph* representative by the Traffic Department.

The official stated that "with regard to the standard of public cars on the roads of Hongkong to-day, we can, without exaggeration, say that the cars are fully 100 per cent. in better condition than they were twelve months ago, this being due chiefly to the strict supervision exercised by the mechanical department. The same can be said with regard to buses."

"Public cars have monthly tests which include the testing of brakes, steering gear, engine and transmission. Defects of any kind are noted and the necessary form for repairs is filled up and handed to the owner. The defects are then remedied and the car re-examined before it is permitted on the roads again. The same applies to buses. In addition to the monthly tests they are tested while engaged in actual service on the roads—vehicles being stopped and tested while playing for hire or being used. This may happen three or four times in a month to any particular bus. This testing is done especially in cases where it is suspected that the owners are not satisfactorily carrying out the necessary repairs."

New Territories.

"For the first time, the method of testing vehicles in the New Territories each month, was brought into operation last year. Previously it had been the practice to test them only two or three times in the course of a year. When the monthly tests were commenced some of the vehicles, especially motor lorries, were found to be in a very dilapidated condition. The hand-brakes were invariably useless, the engines knocked, steering gears were loose, springs flat with no tension, wheel bearings very slack, being in some cases burnt out. There were petrol leakages and short circuiting in the electric systems. In some of the vehicles this

was exceptionally dangerous, due to the close proximity of a red hot exhaust pipe. In many cases batteries were found to be useless, the electrolyte solution inside being conspicuous by its absence. There were then 25 lorries in the Territories and of these only four or five were found to be actually fit to be on the road. Practically all were badly in need of extensive repairs."

Continuing, our informant said: "All these vehicles are owned by agricultural Chinese in the New Territories for carrying their produce, and, naturally, as one does not expect mechanical knowledge from Chinese of that class, they more or less had to be taught. It has been instilled into these people that vehicles which are allowed to get into such a condition are a danger not only to themselves but also to the rest of the users of the road. It was a very hard and uphill fight to get them to see that and to understand the elementary principles of looking after their machines. Also great difficulty was experienced in getting the owners to send their lorries up for inspection. After a while they began to see that it was for their own benefit as much as for anybody else and there is now very little difficulty in this respect. "The general standard of public cars in the New Territories was, at the beginning of last year, but little better than the lorries and similar improvements have been effected with regard to them."

Public Cars.

"Of the public cars in Hongkong, 80 per cent. are new cars put on the road last year. Consequently only 20 per cent. of those licensed during the previous year are now on the roads, and these are in very good condition. They have been regularly tested since 1926 and have been kept in satisfactory condition. Previously, there were no special conditions applying to public vehicles but now there are a number both for public cars and buses. In the case of buses, these include length of chassis, wheel tracks, height of frame from the road surface, steering gear, brakes, height and width of body, width of entrance doors, knee space, seat space for each passenger and general comfort."

Touching on a point which has long troubled motorists, especially motor cyclists, namely oil deposits on the roads, our informant continued: "Of course, in the case of the smaller buses, when there was so much oil dropped on the roads,

"OLD FAITHFUL."

Ten Years' Service.

Who said this mechanical age was killing sentiment?

In the anti-auto days when Old Dobbin rounded out a career of faithful service he was rewarded with retirement in a green and peaceful pasture.

In the motorized year of 1927 James L. Freebie, Farrel, Pa., U.S.A. proves that the same bond of sentiment can exist between a man and his "mechanical horse."

Mr. Freebie has a Studebaker which he drove for 10 years and which had 120,000 miles registered on its speedometer before he retired it two years ago. He is so attached to the car that he won't sell it, or give it away—and he can't bury it.

Writes Mr. Freebie: "We have called it 'Old Faithful' for years, because it was always faithful and never laid down on me. I purchased the Studebaker in May, 1915. I have driven it over 120,000 miles and the upholstery is almost as good as new. I defy any man to tell the driver's seat from new. Not a spring has sagged, or gotten out of place."

"My wife objects to riding in it now on account of the seat being so high from the ground. But at a small cost this car could be put in good shape and would be good for an additional 120,000 miles, easy. 'She' is all there and only needs her face washed and nails polished to go out on the road and step with the 'high steppers.'"

That's just a typical example of what Studebaker builds into its cars!

NO MORE TRAMS.

The state of Nevada will soon be without a tramcar line. The only one now in operation is a three-mile affair in Reno. The city has decided to replace this with bus lines.

It was found at first to be very difficult to fit a suitable pair on this particular type of bus. The difficulty was, however, solved by the owners and the police mechanical department. The newer types of buses do not require any engine pan as the crank cases do not allow oil to leak. Accordingly, as the smaller buses disappear, the oil deposits will disappear also.

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New Territories Bus Co.	1-16 passenger Bus
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Asiatic Petroleum Co.	1-30 cwt. Lorry
Doddwell & Co., Ltd.	1-Ton Lorry
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Chassis Z. 5 with 32 x 4½" tyres, dual rear, F. W. B.	£320
Chassis Z. 6 complete with 32 x 6 tyres and F. W. B.	355
Type Z. 5 Standard Lorry complete with Cab	300
Type Z. 6 Standard Lorry complete with Cab	420
Type Z. 5 Charabanc for 18 passengers	620
Type Z. 6 Charabanc for 18 passengers	650
Type Z. 5 Special Saloon Bus	670
Type Z. 6 Special Saloon Bus	700

30 C.W.T. 6-WHEELER 15.9 H.P. 11' 8" W.B.

Chassis only, equipped with 32" x 4½" tyres	£538
Chassis with War Dept. type Body	626

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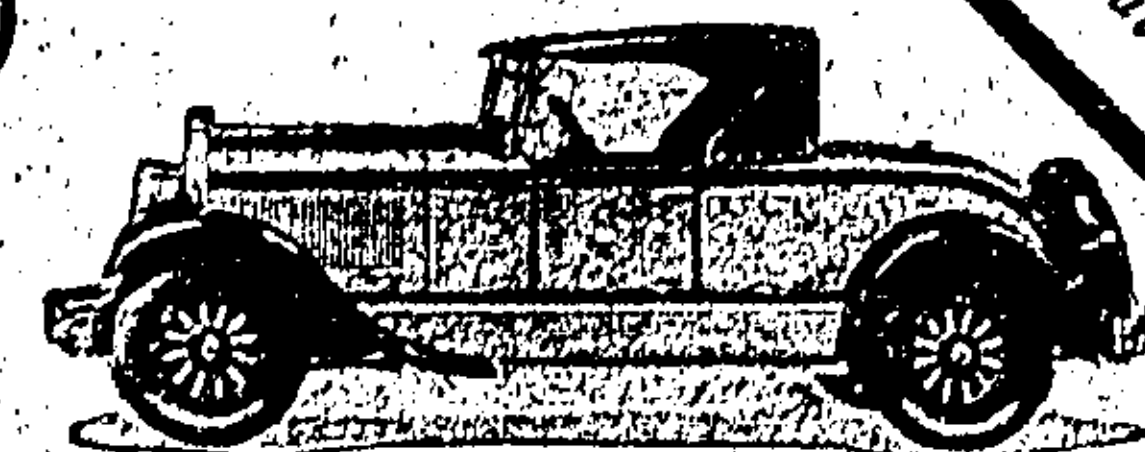
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CHRYSLER MODEL NUMBERS MEAN MILES PER HOUR

TEACHING CHILDREN SAFETY. New System Advocated.

San Francisco, Dec. 20. Increase of the dangerous practice of children playing in streets is generally noted at this season of the year, when Christmas time with new toys, brings a stronger temptation for youngsters to try their coasters, baseballs, balloons, footballs and other playthings on public thoroughfares. Taking cognizance of the increased traffic hazard during the holiday season, the California State Automobile Association has devoted its December school safety lesson to reminding school boys and girls of the dangers of playing in the street.

This lesson the sixth in a monthly series, is part of the system of visual education installed by the motoring organization in 10,176 public school class rooms in 1218 cities, towns and school districts of northern and central California, with the co-operation and approval of school authorities. In addition to its striking visual lesson in street-play danger, the poster points out that 60 per cent. of the total number of pedestrians killed on the streets are children

under 15 years of age. More children are injured after school hours than at any other time, the poster warns.

"Stay Within the Curb" is the slogan given school children by the association. "Do not run recklessly into the street to play."

A suggested talk by teachers which the association furnishes with the poster, follows:

"Children, be careful while you are playing. Many a child has lost its life while playing on the street. The seemingly harmless act of chasing a balloon across the street has often ended in tragedy."

"More children are killed and injured while at play on the streets than in any other way. And more children are injured and killed after school hours than at any other time."

"Dangerous practices are playing ball on street or roadway; roller skating in the street; riding rear ends of automobiles or trucks; riding bicycles, especially at night without lights; 'jaywalking'—crossing at other than intersections or marked crosswalks; running across the street; walking out from between parked automobiles; neglect to look both ways before crossing the street; playing games in the roadway; disobeying boys of Public School Traffic Reserves."

THE BRITISH MOTOR INDUSTRY, 1927-8.

Prospect and Retrospect.

The purpose of this short article is to deal rather with symptoms indicative of general tendencies and progress than with the advancement of design in matters of detail. The year 1927 will probably be best remembered, from the point of view of motor history, as one in which the British industry definitely put forth fully organized exertions to capture or re-capture the world's markets, as well as to consolidate its already strong position among users of the road in its own home country.

No good purpose would now be served by recapitulating in detail the circumstances which led up to the position as it was at the beginning of 1927. The main influences which had moulded that position were, to state them as briefly as possible, as follows:—

First, the War, with its accompanying restrictions, had caused a total cessation of the export of British motor vehicles for civilian use of any kind, and consequently opened doors everywhere to the British industry's competitors and enabled them to establish themselves firmly before any sort of competition could again be organised from Great Britain.

Later came the aftermath of the War, during which had been diverted to other channels, had to be re-equipped, with the result that output was falling and overhead charges very high. During this period, the commercial vehicle section of the industry suffered from an additional and very serious handicap, inasmuch as its new vehicles were in competition in the markets with its war-time products, new or second-hand, which had become surplus Government stock and had been sold in large numbers and often at ridiculously low figures.

During the past few years, the interest of the British manufacturer in the Overseas markets has steadily increased. Representatives of many of the leading firms have conducted extensive tours, not merely for the purpose of selling vehicles or appointing agents but also with the object of studying the exact requirements of the countries visited. It was, however, left for 1927 to be the year in which the industry despatched an official delegation to visit many of the Overseas Dominions in the interests of all its constituents and not merely of individual firms. Much of the good work done by this delegation was of a type the value of which would be almost entirely dissipated if it were made public. It must therefore suffice to say that very much was learned and that from a political as well as from a technical point of view, it seems certain that results will ultimately be found to have more than justified the expenditure incurred.

Somewhat closely allied with the tour of this delegation was the opening of a system of propaganda for British motor goods in Empire markets; a costly undertaking but one that was overdue, and that can hardly fail to justify itself, assuming only that the claims made can be substantiated.

On this last point there can be little doubt. The output of British factories have been increased, designs have been modified to suit Overseas requirements, and the most modern and economical methods of manufacture have been adopted. The result is that while

many British industries are still striving, with only moderate success, to sell their products at far higher prices than were charged for similar articles before the War, it is now possible to buy at something below pre-war prices in sterling, British cars which far surpass the pre-war models in power, performance, durability, economy and perfection of equipment. Considering the depreciated value of currency, this is no small achievement, a statement which refers to both sections of the industry and reflects at least as much credit on the builder of commercial and public service vehicles as on the maker of private cars. The former, faced with a long period of trade depression, has had even more difficulties in organizing increased output and so reducing standing charges. Nevertheless, many of those who visited the Olympia Shows this autumn expressed astonishment at the value for money represented by many of the heavy chassis there exhibited as compared with anything that could be seen in the lighter classes, irrespective of country of origin.

Great good may therefore be expected to result from the holding of the Motor Transport Exhibition of 1927, which made clear to the world the great progress effected by British manufacturers, not only in the design of vehicles for more or less normal use on satisfactory roads, but equally, or perhaps even more, in respect of the production of vehicles eminently capable of operating under the worst possible travelling conditions.

Yet another event of great significance was the World Motor Transport Congress, held in London last November. This was in no sense designed to serve as propaganda for the products of any one country. Delegates were invited, and in fact attended, from all parts of the world, the unanimity with which the event was supported being in itself the finest evidence imaginable of the fact that the importance of the British industry is now recognised everywhere. It will be readily appreciated that the possibility of securing representative attendance at any such event is more or less proportionate to the importance of the national industry of the country in which that event is to be held, since those who are brought together seek not only to exchange opinions with one another, but also to learn from examination of the home factories. It is, therefore, matter for no little satisfaction that the Congress in London was attended by representatives of far more countries than had ever come together on the occasion of any one of the three Congresses previously held in the United States. The delegates were, moreover, directly representative of some thirty over fifty Governments, as a consequence of which it may be confidently anticipated that the deliberations of the Congress will be reflected within the next few years in national legislation framed in many quarters.

Finally, there are no signs of any slackening of the British industry's efforts to extend its grip on the world's markets; on the contrary, the degree of success already achieved has been sufficient to encourage many who, a year ago, were doubtful of the wisdom of attempting to develop anything more than a casual trade beyond the boundaries of their own country.

THE WOMAN AND HER CAR.

New Devices for Beauty and Comfort.

The woman motorist takes almost as much interest in the equipment and decoration of her car as in that of her house, and innumerable are the devices for beautifying the saloon car of the well-off woman, and adding in a practical way the one who acts as her own chauffeur.

Comfort is also a primary consideration in both cases, hence the increased popularity of the pneumatic upholstery, which eliminates vibration, and with which Miss Cowdrey had her car fitted for her world tour. A delightful innovation is a pneumatic loose cushion covered with box cloth, intended to form a back for the third and middle occupant of the back seat who generally has to sit forward without adequate support. It is a capital idea, and is doubly useful for those alfresco meals which are one of the delights of motoring when it can be propped against a tree trunk, transforming it temporarily into a sylvan divan chair.

Lighting the Saloon.

A novelty in the lighting of saloons is in the form of sprays of natural looking muslin flowers with tiny lamps buried in them, a couple of fuchsia being especially effective. And a useful little adjustable reading lamp for fixing inside saloons has just been brought out. For the inside of the car there is also a nickel-plated robe rail, made in three sizes, over which the rug can be put.

Saloon mascots include fantastic dolls from France and Italy. But the most charming is one made by an English girl and stuffed with English lavender.

For the woman who drives her own car there are some new graded glasses with the top only shaded green that are a great comfort in eliminating glare. Then there is a fresh development of the popular sheepskin cleaner introduced last year for washing the car, in which the hand can be put in the water without it getting wet. It is a mit mob also made of sheepskin that is slipped over the hand and is so nice and soft that it cleans up the car quickly.

For Foggy Weather.

A new fog lamp to fit on the dumb iron that can be tilted at any angle to throw the light on the kerb or edge of the road is welcome. It is veiled with a thin film of gelatine in orange that, after much experimentation, has been found will penetrate the fog. There are some very delightful picnicing novelties, among them a folding table, a top of five-ply wood painted with cellulose in a variety of attractive colours, and there is also a capital little collapsible stool, with a top of leather mounted on canvas that forms a case for holding the folding legs. A quite inexpensive little picnic case is in three sections, with copper kettle for carrying water, and a top section free of fittings, so that lunch as well as tea could be carried.

SUNBEAM CARS IN JAPAN.

British Reliability Appreciated.

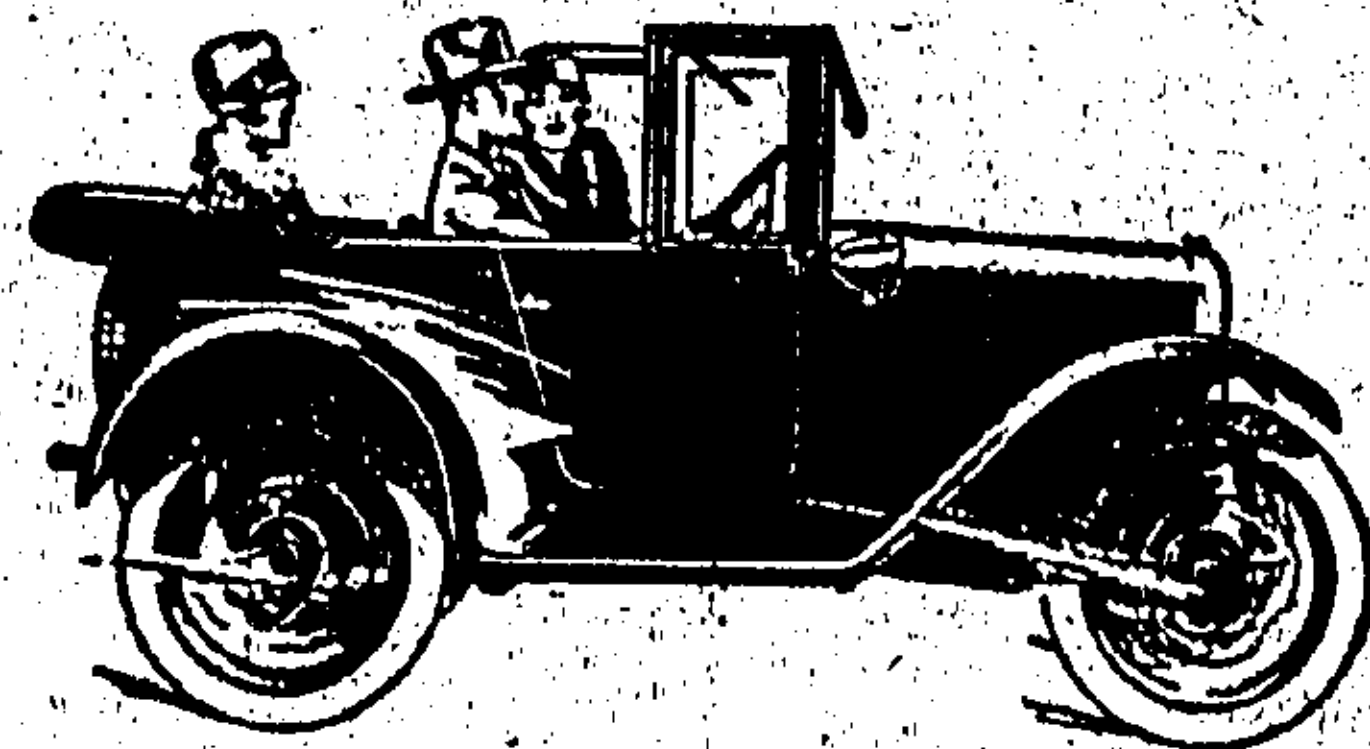
Although the sale of British cars in Japan has never been exceptionally large, there has been, for many years past, a steady demand for the high-grade British models. Six-cylinder cars with luxurious coachwork have always found favour with the wealthy Japanese, and latterly the eight-cylinder models have attracted attention.

The Sunbeam Company were one of the earliest firms to develop the eight-cylinder car, and during the past few years have supplied their 30 h.p. and 35 h.p. models in considerable numbers. One of the principal residents of Tokyo is the owner of a 30 h.p. eight-cylinder model, and this car is well known in that city where its imposing appearance and unusual smoothness of running constantly evokes praise for the high-grade British car.

The British Automobile Association states that every facility is now given to the Motorist to take with him his car to South Africa. All shipping and Customs formalities can be arranged through the Automobile Association, which is in a position to issue triptyques (as is done by Continental Tours), thus avoiding the necessity for depositing duty on arrival at the Cape. The cars are accepted uncrated, the freight being assessed on cubic capacity. The cost on cars of ordinary size is between £30 and £40, with special discount for return journey, if made within six months, and arranged beforehand.

For 1928

choose "the best small car in the world"



"AUSTIN SEVEN"

ALEX. ROSS & Co., (China) Ltd.

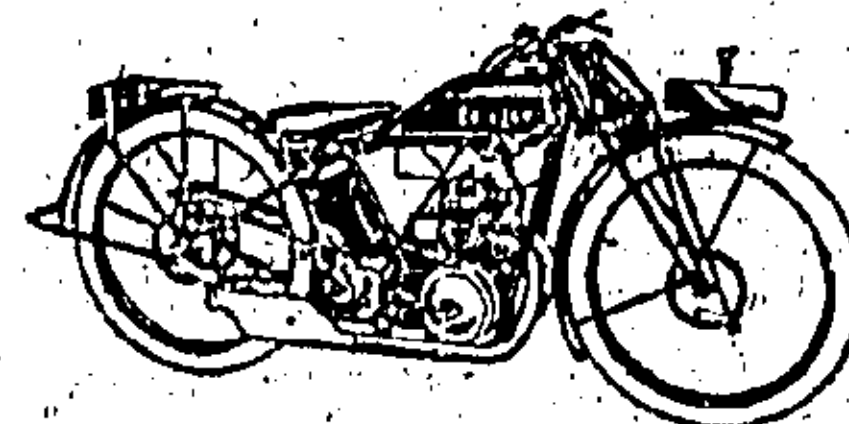
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A reliable world-known machine with the new feature of a two-stroke engine so much in favour nowadays, at the keenly competitive prices.

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World Wide Records

IN THE LONGEST RUN EVER MADE IN AUTOMOTIVE HISTORY THE COMMANDER HAS CONCLUSIVELY PROVED ITS ENDURANCE AND SPEED—25,000 MILES IN 22,968 MINUTES! NOTHING ELSE ON EARTH EVER TRAVELED SO FAR SO FAST. WITH THE ESTABLISHMENT OF ALL DISTANCE RECORDS FROM 5 TO 25,000 MILES AND ALL PERIOD RECORDS FROM 1 TO 384 HOURS, STUDEBAKER NOW HOLDS EVERY OFFICIAL ENDURANCE AND SPEED RECORD FOR STOCK CARS REGARDLESS OF POWER OR PRICE.

IF ONE STUDEBAKER COMMANDER HAD GONE 25,000 MILES IN LESS THAN 25,000 MINUTES, SOME MIGHT LAY THE ACCOMPLISHMENT TO LUCK. BUT FOR THREE COMMANDERS TO ACHIEVE THIS REMARKABLE FEAT IS POSITIVE PROOF THAT THE COMMANDER IS "THE GREATEST ACHIEVEMENT OF AUTOMOTIVE ENGINEERING IN THE LAST TEN YEARS."

IN ALL AUTOMOBILE HISTORY, THIS IS THE MOST UNIQUE TESTIMONIAL TO STAMINA AND PERFORMANCE. WHY NOT TRY A STUDEBAKER. IF FOR ONLY FIFTEEN MINUTES—IT'S WORTH YOUR TIME. WE WILL GLADLY GIVE YOU THE OPPORTUNITY.

HONGKONG DELIVERED PRICES.

ERSKINE

H.P. 16.54 R.A.C.—107" WHEEL BASE

Tourer	5 Seater	G.\$1,450
Sports Roadster	4 Seater	1,201
Business Coupe	2 Seater	1,203
Custom Coupe	4 Seater	1,250
Custom Sedan	5 Seater	1,250

All Erskines with wire wheels.

DIRECTOR

H.P. 27.34 R.A.C.—113" WHEEL BASE

Custom Tourer	5 Seater	G.\$1,450
Sports Roadster	4 Seater	1,405
Duplex Phaeton	5 Seater	1,450
Custom Tourer	7 Seater	1,530
Custom Coupe	2 Seater	1,575
Custom Sedan Plush	5 Seater	1,575
Custom Coupe	4 Seater	1,575
Custom Victoria	4 Seater	1,675
Custom Sedan Mohair	5 Seater	1,675

COMMANDER

H.P. 36.04 R.A.C.—120" WHEEL BASE

Sports Roadster	4 Seater	G.\$1,835
Custom Coupe	2 Seater	1,875
Custom Victoria	4 Seater	1,875
Custom Sedan	5 Seater	1,875
Regal Coupe	4 Seater	1,905
Regal Victoria	4 Seater	1,905
Regal Sedan	5 Seater	1,905

PRESIDENT

H.P. 36.04 R.A.C.—127" WHEEL BASE

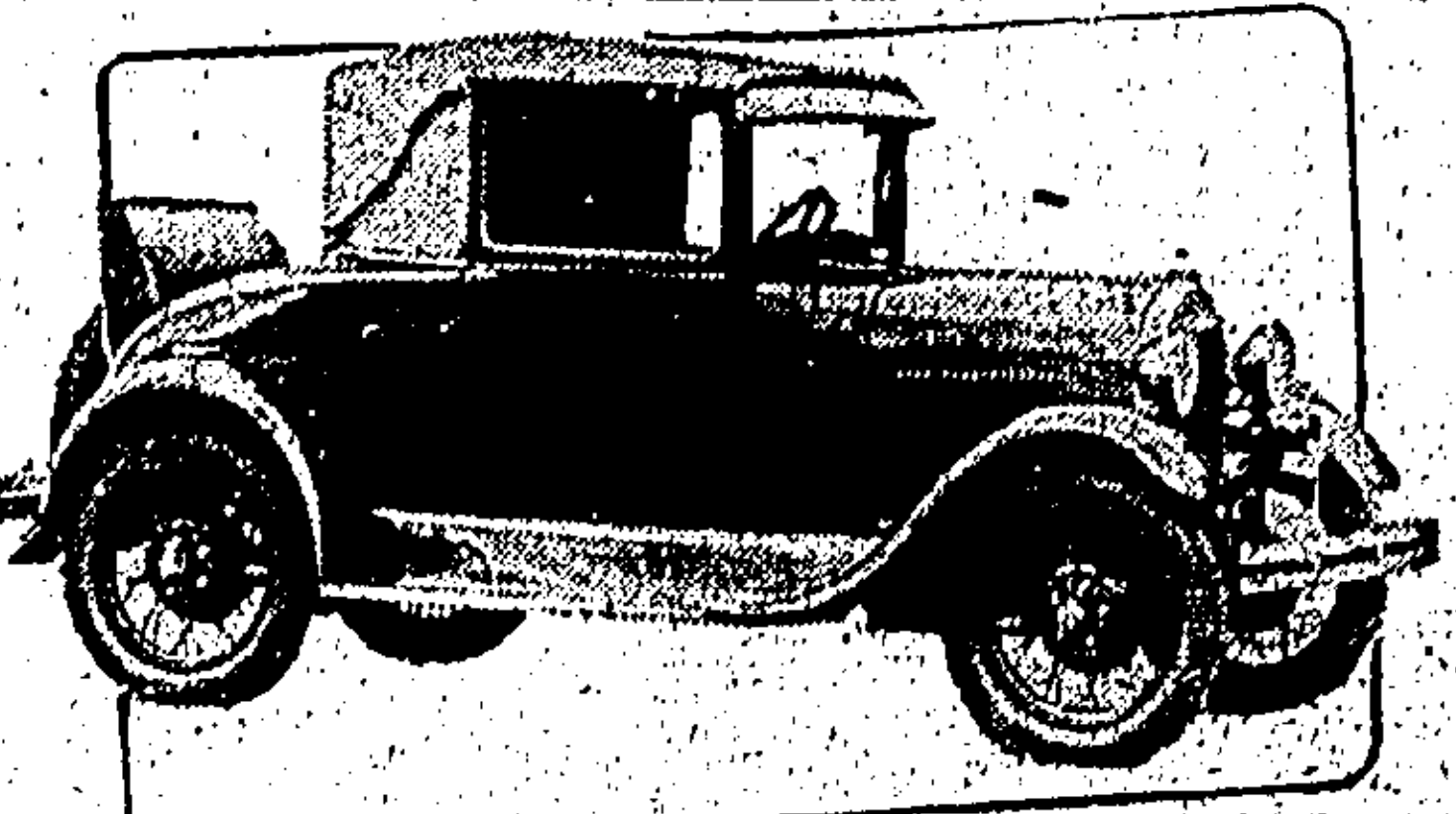
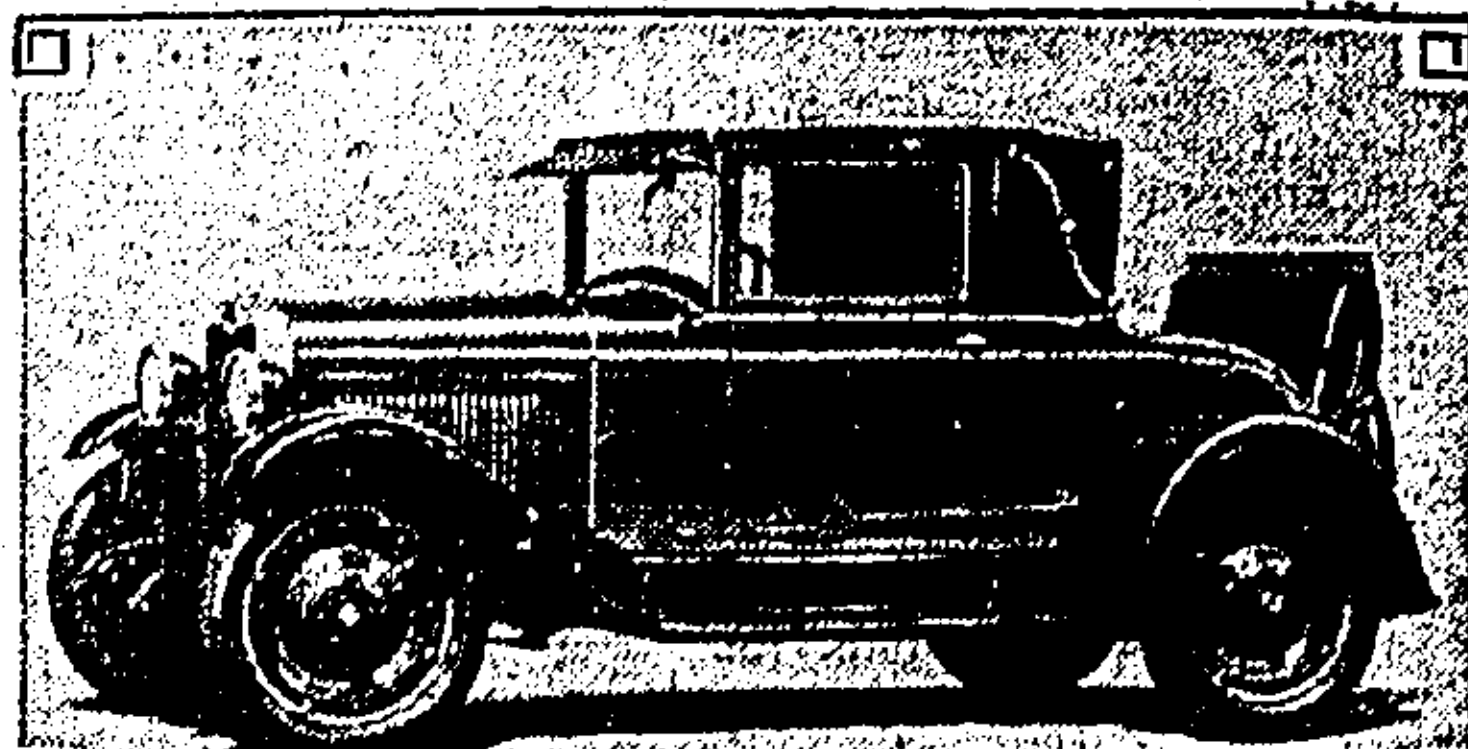
Custom Tourer	7 Seater	G.\$2,200
Custom Sedan	7 Seater	2,435
Custom Limousine	7 Seater	2,700

All prices include 4 wheel brakes, spare wheel, tyre and tube, windshield wiper, handview mirror, bumpers, extra horn, tools, etc., etc.

THE HONGKONG HOTEL GARAGE

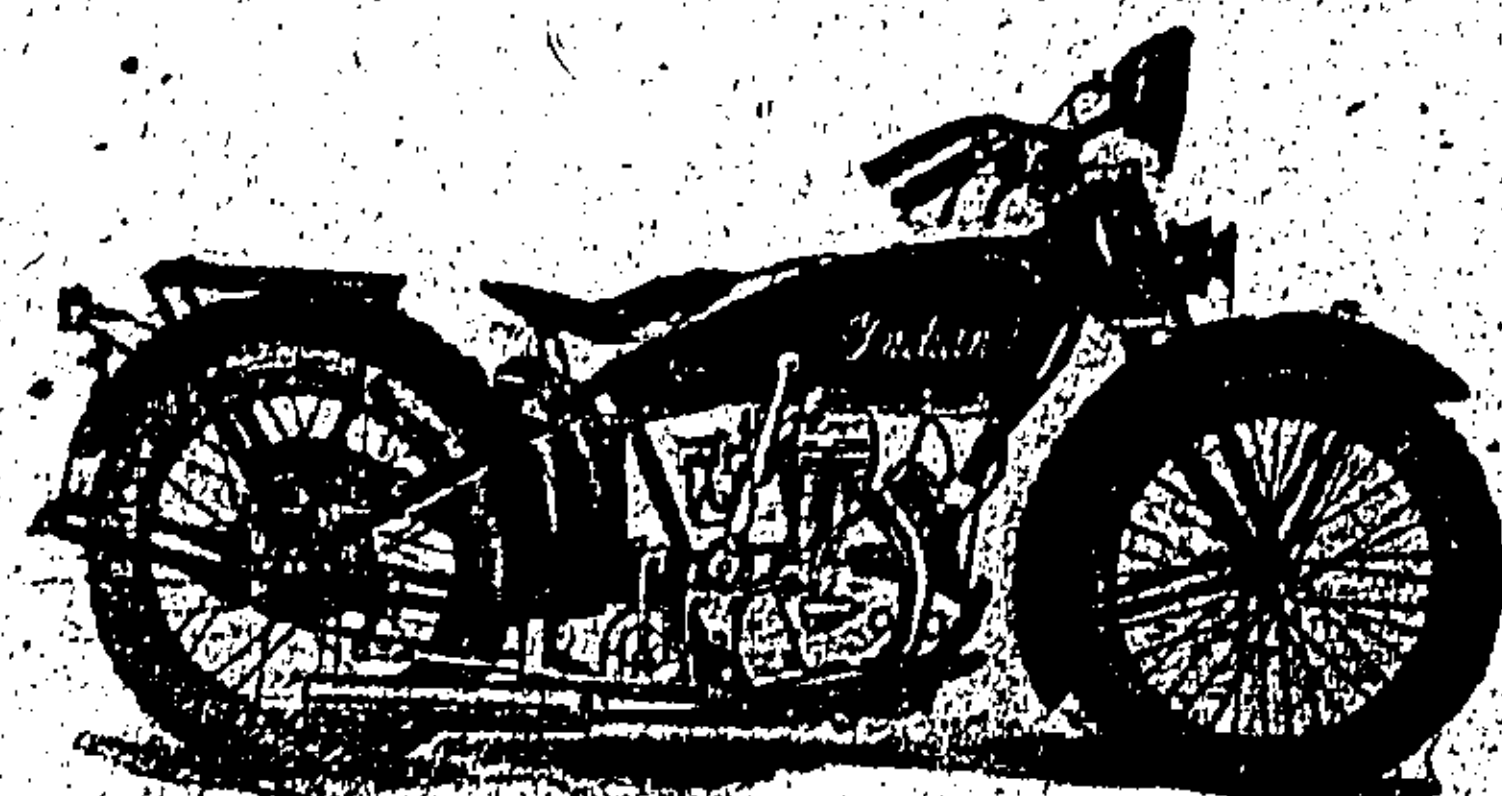
25, Queen's Road, Central
(THE HONGKONG AND SHANGHAI HOTELS, LTD.)

TWO SPORTS MODELS.



These two sport cabriolets look so much alike, they could easily be confused. But the upper picture is that of the new Chevrolet. The lower one is a new Model "A" Ford.

1928 INDIAN PRINCE



ANOTHER SHIPMENT HAS ARRIVED of the Famous 1928

PRINCE and SCOUT MODELS.

See them and be convinced of their wonderful value.

"THE INDIAN FOR ENDURANCE"

Enquire about our Hire-Purchase System.

ALEX. ROSS & CO.

Prince's Building. 2 floor, Ice House St. Entrance.

THE MOTOR UNION

INSURANCE CO. LTD.

Incorporated in England
(Under the auspices of the Automobile Association)

LIBERAL BONUS FOR CAREFUL DRIVING.

LOCAL AGENTS,
THE UNION TRADING Co., Ltd.
York Building. Phone C. 587.

WHEN YOU GO HOME
ON LEAVE

DRIVE YOURSELF IN A

MORRIS

ON DAILY, WEEKLY OR OUTRIGHT
PURCHASE PLAN WITH ASSURED
REPURCHASE VALUE.

YOU MAY MAKE RESERVATION
IN ADVANCE.

GET FULL PARTICULARS NOW

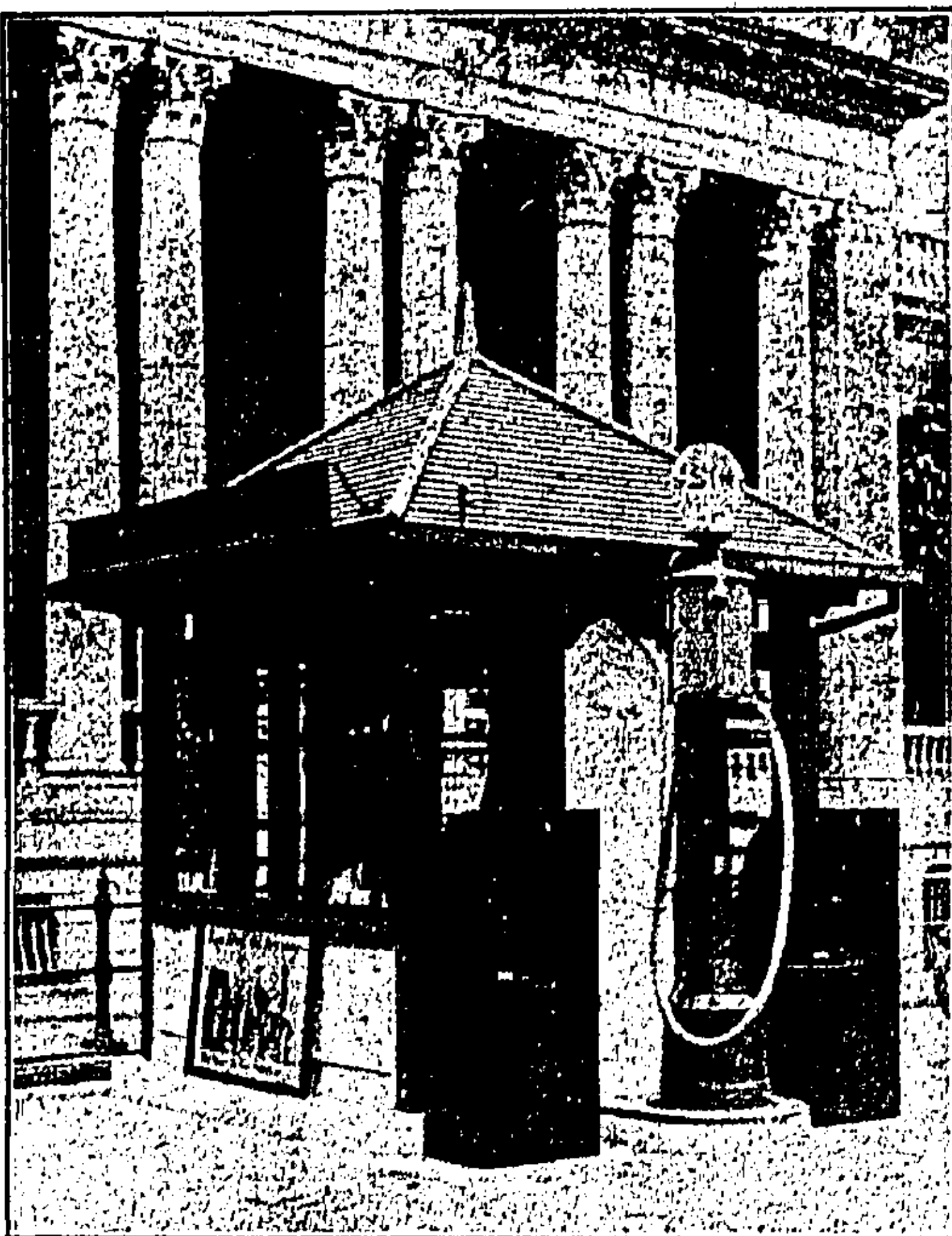
The Hongkong Hotel Garage.

(THE HONGKONG AND SHANGHAI HOTELS LTD.)

25, Queens' Central, Road

MOTOR SPIRIT **SHELL** MOTOR OILS

FREE AIR—FREE WATER.



CENTRAL FILLING STATION
OUTSIDE CITY HALL, HONGKONG.

The Asiatic Petroleum Co., (South China) Ltd. Hongkong.

It is to be expected that an even greater vogue awaits the popular Clyno in Overseas countries in many of which it is now established as a firm favourite. The company, for which Rootes, Ltd., of Devonshire House, Piccadilly, London, W.1, act as sole world exporters, include a special export model of their 12-35 h.p. car in their 1928 programme. This has a 56-inch track, and boasts amongst its special features a fan behind the radiator, and a flywheel cover.

Estimating that within five years there will be more than a million motor vehicles in New York, Dr. John A. Harries, traffic expert, urges that all moving of goods by truck in the city be done at night to relieve the traffic congestion.

This latter enables it to negotiate deeply rutted and flooded roads without any risk of cover and grit finding their way into vital moving parts.

SPEED RECORDS.

Many Fall in 1927.

Motor Speed records fell like ninepins last year, and 1927 will always be remembered amongst motorists as one of the most remarkable racing years in the history of the development of the car.

It will go down in history as the year when a land machine passed the two hundred mile an hour mark. At the beginning of the year the flying kilometre, which may be taken as the high speed mark of all records, stood at 174.883 miles an hour, while at the end of the year it had been raised to the colossal figure of 202.98 m.p.h. For this Britain was responsible, and as has so frequently happened before in the history of the sport, the Sunbeam firm designed and built the car that did it. At the commencement of the year four men were in the running for the world's speed crown. There was the late Mr. Parry Thomas, the wizard of Brookland who then held the record, there was Captain Malcolm Campbell, who was first down on Pendine Sands to wrest the coveted honour from him; there was Major H. O. D. Segrave, whose machine with two giant aeroplane engines was being prepared; while on the Continent an Egyptian Prince was backing the famous driver Foresti with a ten-litre straight eight-engined car. Early in February Captain Malcolm Campbell achieved his object with his Napier-engined car, and passed Mr. Thomas's record, but the latter, quite undaunted, re-streamlined his great Liberty-engined, "Babs," and went for it again. It was the effort that cost the country not only the life of one of the finest racing drivers in the world, but deprived the motor industry of one of its greatest designers.

What happened when Major Segrave reached America is well known. He put all the other records in the shade by attaining over 203 miles an hour. The rise of the firm of Bentley to its present unique position is one of the most sensational things in the history of the motor industry. A post-war firm, they first came into prominence in the last car T.T. race in the Isle of Man in 1922, when they were the only team to finish, the leader being placed second. From then they went from triumph to triumph, and it has always been the policy of the firm actually to compete with their stock cars, the same as any member of the public can buy, and to build no special racing models. Races such as Le Mans appealed particularly to them, and Captain Duff won it on a three-litre car in 1924.

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NAMES INSTEAD OF NUMBERS.

New Code for License Plates.

San Francisco, Dec. 22. Names are easier to read and to remember than numbers. That is the theory behind the Mr. Franklin B. Morse letter code system for automobile license numbers, which in the opinion of many would, if adopted in place of the number system now in vogue, materially reduce the number of hit and run drivers who escape after accidents and are never caught.

Mr. Morse, who is a newspaper man here, has for years worked on his code system of letters and claims that he can produce combinations of three letter pronounceable names to cover above the 2,000,000 mark, which is about the number of automobiles that will be registered in California this year.

It is hard for the average person to read and remember six unrelated numbers, especially when the car bearing these numbers is leaving the place of an accident in a hurry. It is much simpler for the average man or woman to remember and to read in a hurry a combination of two short pronounceable words as Liz-Till or Ten-Men or Big-Day. These being a few of the combinations that in Morse's code mean numbers.

"This new system seems much more sensible and much more effective as a means of stopping the hit-runner from getting away," said Mr. Harry Morrill, Jordan distributor here and prominent automobile man when interviewed by *The Chronicle* as to his opinion on the new Morse code system.

"Take, for instance, the number 990,977. It is hard to read and remember, while the code name for that number is Wig Wag. Simply a glance and the name Wig-wag sticks in the memory. Or even a simple number to remember, like 999-999, is not as quickly grasped as its code name: You-You. The proper authorities should give serious thought to the question of this code system, for with the increasing number of accidents and hit-

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
DISAPPOINTING RING-FITTING JOBS.

A large number of local motorists complain that after having new piston-rings installed in their engines in the hope of stopping oil pumping and gas leaks, these defects are not removed, but in many instances are intensified, by the change.

Skill and Judgment Necessary.

Successful replacement of piston-rings is a piece of work requiring not only expert workmanship and specialised knowledge of this branch of repair work, but exact information as to the condition of the cylinders, in which the rings are to be placed and the exercise of sound judgment as to whether ring replacement under existing cylinder bore condition, will prove satisfactory.

Secure Expert Advice.

All motorists who are to fit their engine with a new ring equipment are urged first to ascertain from a competent machinist, who has carefully measured and examined their engine's cylinders whether new rings fitted without reconditioning the bores, will give the pistons the requisite gas and oil tightness and then, if ring replacement is decided upon to entrust the work only to an expert machinist, who is experienced in this particular line of work.

Not a Job for the Layman.

As very few motorists have the instruments for making the exact measurements required in determining cylinder bore condition and exactly fitting rings or the data on the side and end clearances required to make rings function properly and as comparatively few have a suitable tool equipment it is seldom that the ordinary owner can turn out a first rate ring replacement job, especially on an old engine. Installing rings is one of the most important as well as one of the most delicate operations required in engine maintenance and requires the utmost skill of the trained mechanic.

Choosing Replacement Rings.

In answer to many inquiries as to what kind of rings to use in replacement work it may be said that the "safest play" is to use the same rings as are found to be used by authorised service stations, of

the make of engine in question in performing their ring replacement jobs on engines of the same model. This advice should not be taken to imply that the factory recommended ring is necessarily the best one to be had, but merely that it is a ring which is found to "get by" and is fully as likely to give satisfaction as some other chosen more or less at random from the "fifty-seven" (or so) varieties on the market. Before making any radical changes from the kind of rings supplied with an engine such as adopting oil controlling rights it is best to have the change O.K. by the engine manufacturer.

Question.—Although I don't use the choke much the oil in my car thins rapidly and the engine loads up with gasoline. If I slow down below 15 m.p.h. If I adjust the carburettor rich enough to give power to pull hills this loading occurs and if I make it cleaner the engine backfires on hills. There is no hot-air stove on the carburettor. How can I remove these troubles?

Answer.—Your carburettor is one which has a heating jacket around its mixing chamber through which exhaust gas from the engine is supposed to circulate and it is probable that the hot exhaust gases do not pass through this freely enough for some reason thus leaving the carburettor cold and preventing good evaporation of the gasoline. You better see that you have the proper "cold-weather" setting in use and that all passage from the exhaust manifold to the exhaust outlet from the hot jacket are free, so that there will be plenty of heat delivered to the mixture and better evaporating effected. If the exhaust ing heating arrangements of the carburettor are O.K. there should be no need of preheating the air. Maybe your piston rings are badly fitted and allow much gasoline to pass by them into the oil.

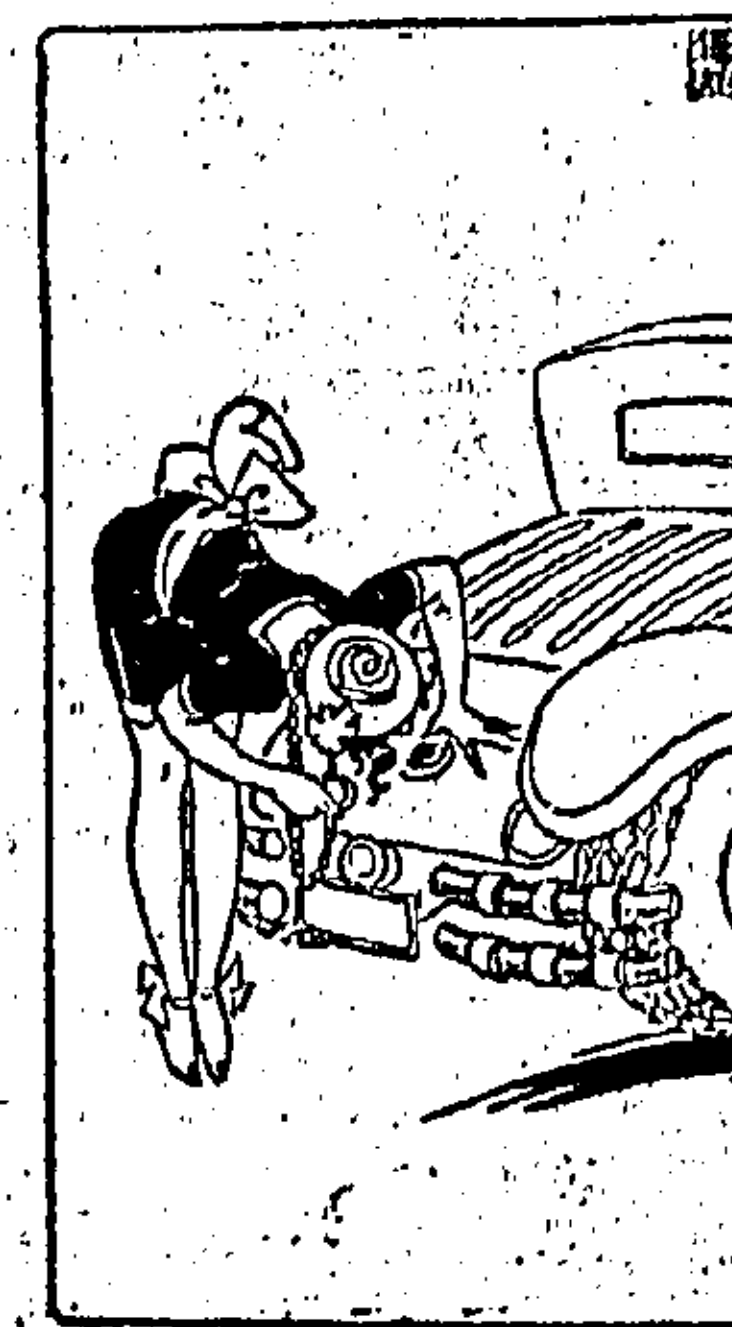
Question.—What is the best way to remove greasy finger marks from the body finish of a car?

Answer.—Try moistening the fingers with kerosene and gently rubbing the spots until the greasy matter is loosened, then wiping off lightly with a piece of cheesecloth or clean waste. Or dampen a soft cloth with alcohol, shake it until all free moisture is evaporated and then gently rub the greasy matter off.

The fastest car in the world—the 1,000 h.p. Sunbeam, on which Major Segrave set up a world's speed record of 203 m.p.h. last March—is now on its way to Australia. It has been placed at the disposal of the organisers of the great British Trade Exhibition at Melbourne, and from February 23 until April 10 Australians will have an opportunity of seeing this wonderful British car. The Exhibition is devoted entirely to British products, and as only one motor car will be shown it is fitting that it should be the record-breaking Sunbeam.

The value of the accessories and parts manufactured by 77 Canadian plants during 1926 totalled nearly \$14,000,000.

A man in Southampton, has equipped his walking stick with a motor horn. Before crossing the street he sounds his horn, attracts the attention of the motorists and crosses the street in safety.

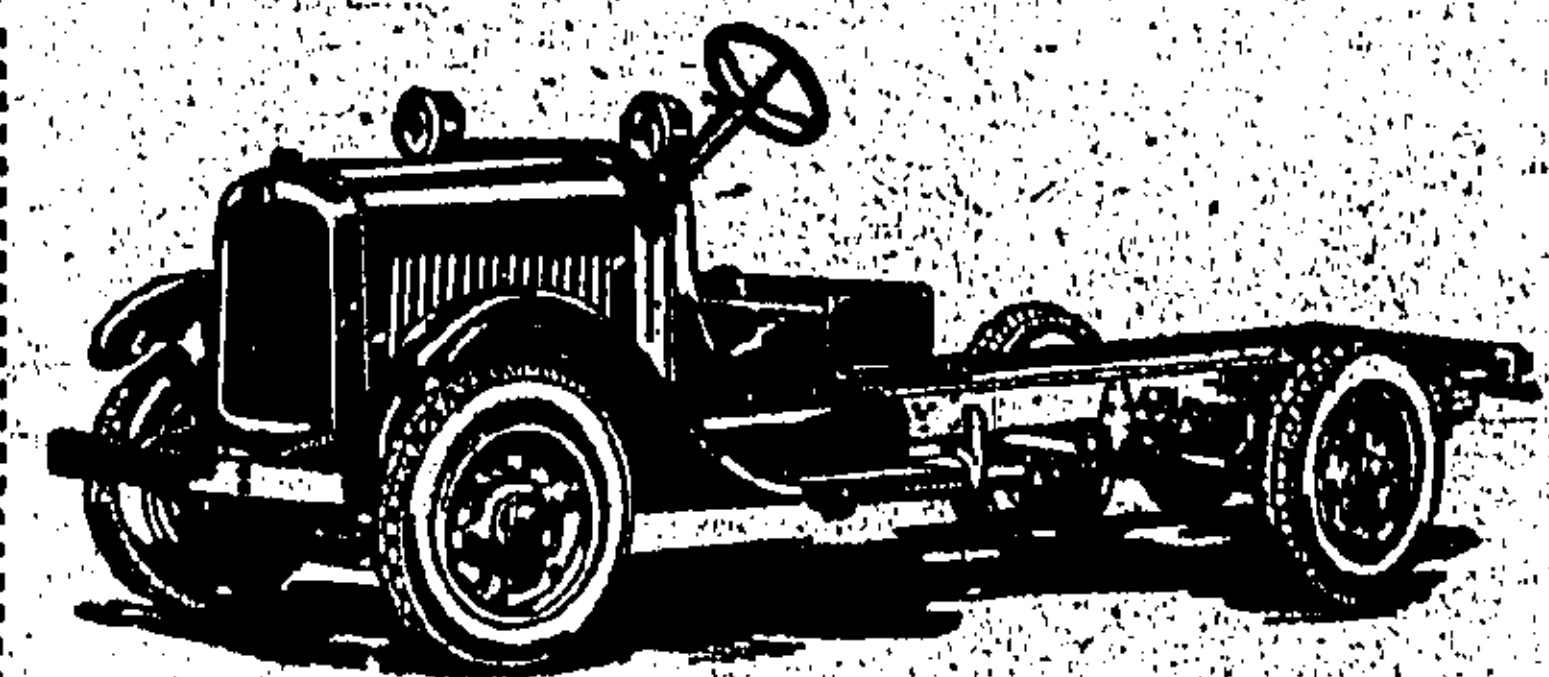


He may have a big car, but you'd better look in the gas tank.

runners who escape, it would furnish a further protection to the public and the thoughtful, careful motorist who wants to avoid accidents and yet desires to see the careless, the glib and the negligent punished.

GENERAL MOTORS (G.M.C.) TRUCKS.

(POWERED WITH BUICK 6-CYLINDER ENGINES).



This entirely new line of General Motors (G.M.C.) Trucks is powered with the famous Buick 6-cylinder Valve-in-head engine. This is in every sense of the word a modern truck—designed for modern traffic. These trucks are available in the following chassis types.

T-20—1-Ton—H.P. 28.44 R.A.C.

132-inch wheelbase G.\$1,445

T-40—2-Ton—H.P. 29.40 R.A.C.

136-inch wheelbase G.\$2,870

150-inch wheelbase 2,450

162-inch wheelbase 2,480

T-50—2-Ton—H.P. 29.40 R.A.C.

136-inch wheelbase G.\$2,470

150-inch wheelbase 2,550

162-inch wheelbase 2,580

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2½ to 15 tons.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

83 WONG NEI CHUNG ROAD --- HAPPY VALLEY.

CHINA UNDERWRITERS, LTD.

FOR

ALL CLASSES

OF

MOTOR INSURANCE

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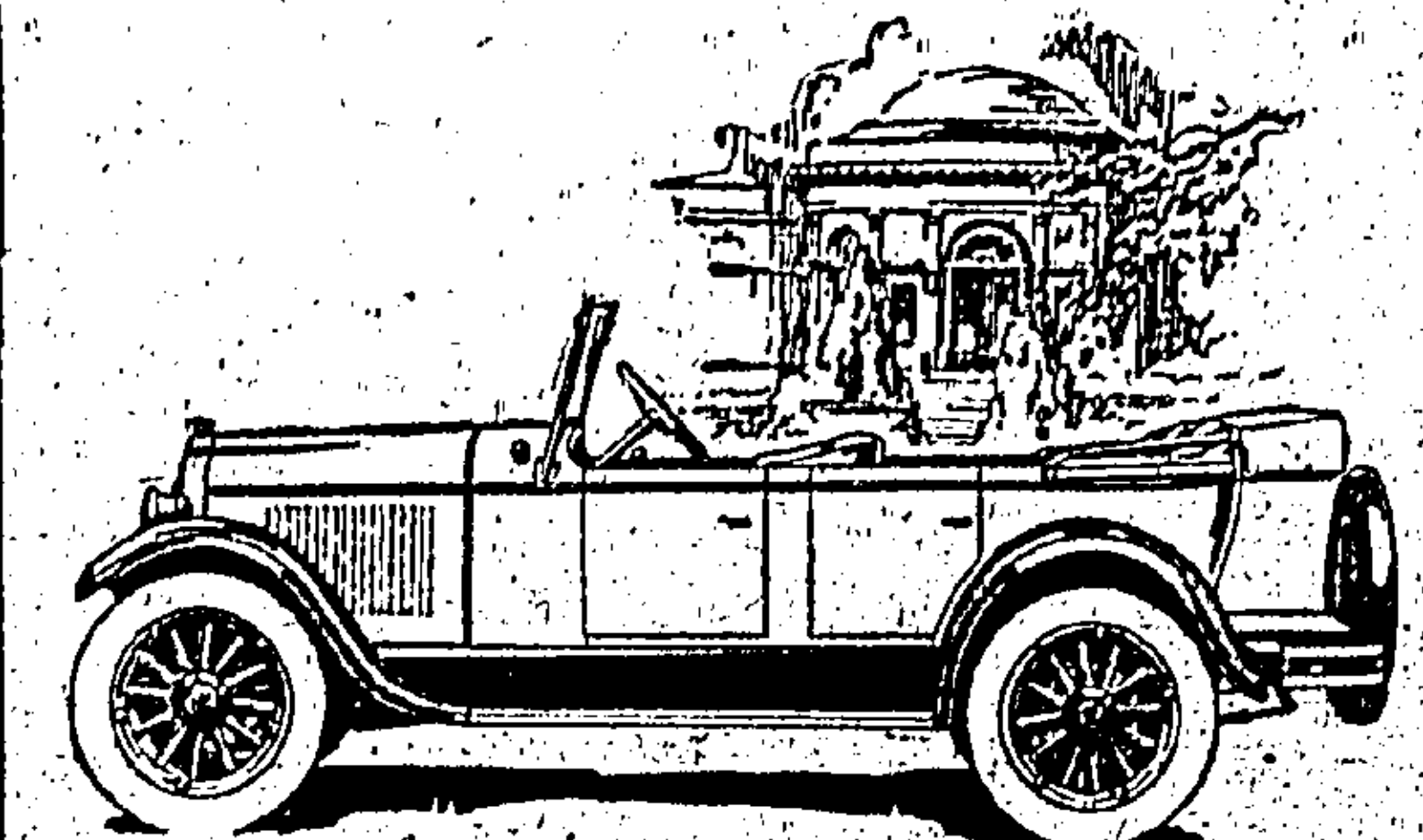
ST. GEORGE'S BUILDING, HONGKONG.

C.1121—22

OLDSMOBILE SIX

PRODUCT OF GENERAL MOTORS

111-inch Wheelbase—19.84 H.P. (R.A.C. Rating)—185 cubic inches piston displacement—1928 models.



Dickey-seat Roadster 4-seater G.\$1,175
Touring Car 5-seater 1,175
Sedan (2-door) 5-seater 1,250
Sedan (4-door) 5-seater 1,350

All prices subject to change without notice.

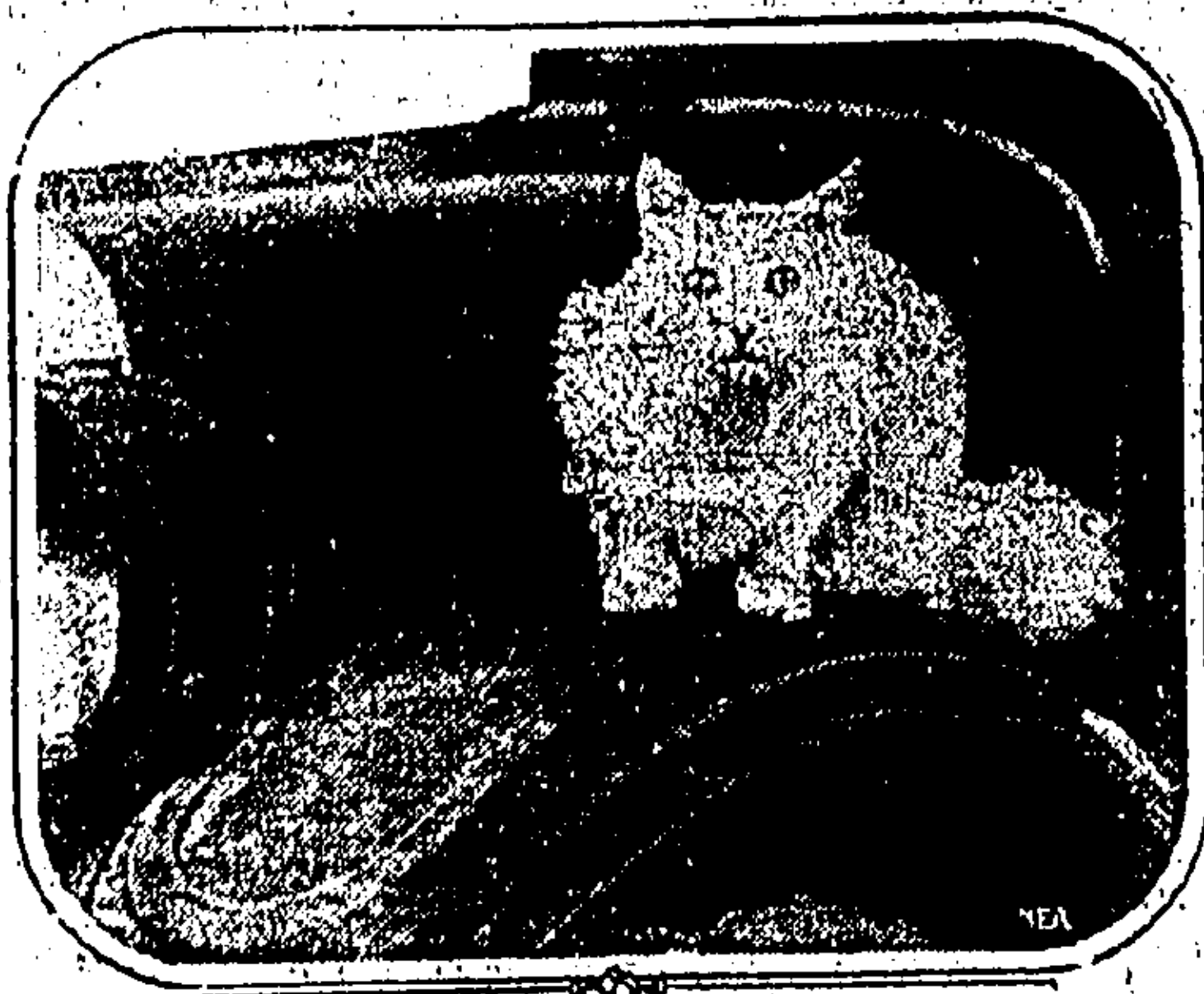
Keen appreciation has greeted Oldsmobile's smart new beauty. Naturally such modish lines and striking colours would win the lion's share of admiration from those who know it only by sight. But every day Oldsmobile performance seizes the attention of those who never knew it before because you can't know it till you drive the car. This thrilling, smoother performance is the crowning feature of Oldsmobile—the overflowing measure of value you're at prices lower than ever before.

THE DRAGON MOTOR CAR CO. LTD.

Telephone Central 1246 or 1247.

83 WONG NEI CHUNG ROAD --- HAPPY VALLEY.

FIRST UNDER NEW HUDSON TUNNEL.



This live mascot sat on the front fender of the first automobile to pass through the new Hudson Tunnel, thereby achieving the distinction of being the first passenger.

TRAFFIC UNITY IN LONDON.

Little Progress Made.

THE SOLUTION FOR CONGESTION.

The London and Home Counties Traffic Advisory Committee, in their report for the year ended September deplore the limited progress made in the direction of improving travelling facilities in various areas.

Emphasis is placed on the need for co-ordinating passenger transport services, and for co-operation in the work of road repairs.

The Committee record that very little actual progress has been made in the direction of giving

effect to their recommendations for improving travelling facilities in various areas, which "we are convinced are the only means by which real improvement can be effected of the admittedly inadequate travelling facilities for these areas."

This regrettable fact, "and the reasons advanced by the operators concerned against giving effect to them, reinforce our view that the co-ordination of passenger transport services with a Common Fund and Common Management, with the elimination of unnecessary, wasteful, and uneconomic competition, is essential before any substantial improvements in travelling facilities can be effected."

Road Repair Co-operation.

Turning to the question of repairing the roads the Committee remark: "From experience we are confirmed in our view that the maximum relief to traffic congestion resulting from street works

will not be secured until water, gas, electric light, and other public utility undertakers, having power to break up the surface of streets are placed under the same obligations as those to which road authorities in the London Traffic Area are now subject, namely, that they should submit their programme of major works, involving extensive interference with the carriage of important streets, to the Minister in advance, in order that he may prescribe the dates on, and the periods during which, such works may be executed."

What can be done by whole-hearted co-operation in co-ordinating works in streets, the Committee continue, occurred in connexion with the repaving of Piccadilly, the undertakers concerned being the Postmaster-General, the Water Board, two electric supply companies, and the Gas Light and Coke Company.

Parking Problem.

With the rapid growth in the number of motor vehicles, the public demand for more parking space continues.

The Committee state that they have endeavoured to meet this demand, in part, by suggesting the appointment of additional parking places. "In Central London, where the demand for parking space is greatest, the number of suitable places available for parking is strictly limited, and in future the motoring public must, of necessity, rely more and more on the provision of garage accommodation off the public highway, whether by local authorities or by private enterprise."

Some of the stores, the Committee add, have set an example in providing accommodation for customers' cars, which might well be followed by other large business firms, hotels, theatres, &c.

Dealing with "roundabout" traffic schemes, the report states that the experiment in Parliament-square has fully justified expectations, while at Hyde Park Corner the experiment "has proved entirely successful, the number of traffic intersections being reduced from 28 to one."

At Piccadilly-circus the roundabout system has reduced traffic intersections from 18 to five.



[By Israel Klein.]

Chains take a great deal of punishment, during a winter's season, but they return a proportionate amount to the car.

On a 80 by 4.40 tyre, it has been pointed out, a cross link hits the pavement 660 times in a mile. When the car has gone 100 miles, each cross link has come into contact with hard pavement or ice 66,000 times.

Add to this the strains of backing, starting and pulling, and little more may be expected of them.

In return for this hard usage, the chains take their revenge out of the tyres, force the engine to work harder and can rip holes into the fenders.

That is, of course, if the driver is careless about them.

Proper attachment of chains and careful driving will afford the most possible benefit out of the chains and the least possible harm to tyres, engine or other parts of the car.

In the first place, the chains should be put on right. They must be loose enough to allow them to work their way around the tyres. If they are tight, they will stay in one position, cutting into the casings and causing tyre trouble.

A little play will cause even wear on the tyres all around.

The chains, however, must not be too loose, or they'll rattle against the fenders when the car goes at any considerable speed and break easily. Furthermore, constant tapping of a chain on the same spot of the fender will eventually wear a neat hole there.

In the case of the new type of rubber links, on the contrary, the chains must be applied as tight as possible. The tyres should be blown to their requisite pressures and then the chains may be applied tightly.

The reason for this is that rubber chains are flat and smooth, and therefore do not need to have free play around the tyres. In fact, if applied loosely, they are liable to break easily.

Applied tightly, rubber chains will help lengthen the life of the tyres. These may be kept on all winter, no matter what the weather for they are no bother either in driving or in the way of comfort.

With chains on, motorists might think they are free to speed along the worst sorts of highways with utmost safety. The safety may be there, but the wear and tear on the chains and tyres won't be.

Tyre chain manufacturers say that drivers should not go faster than 25 miles an hour, to get the best out of them. Weather conditions alone should compel motorists to keep within this limit.

"The fact that chains are necessary or advisable," says one maker, "is a warning in itself that high speeds should not be attained and that caution is in order."

Because of the modern hard pavements, it is advisable to keep chains on the tyres only when necessary. Chains on dry pavements are harmful to the tyres, make uncomfortable riding, are a strain on the engine and wear out faster.

The exception to this is the case of rubber chains.

Banish Expense!



The requirements of up-to-date bus operators are becoming more exacting, and nothing short of private car comfort will be accepted in a modern bus. One of the principal attributes of a first class private car is its quietness in operation; such quietness in commercial chassis was almost unknown until the advent of the sleeve valve engine. An advanced design of this type of power unit is fitted in the Associated Daimler "Models 423 and 424" Chassis, which are, not only as regards silence, but in speed and ease of control, equal to a first class private car.

AN IMPORTANT REFINEMENT.

Machining Combustion Chamber Domes.

Machining combustion chamber domes in cylinder block heads, an important refinement in motor cars which now is found only on a limited number of cars, because of the cost, has been greatly simplified by a new machine, invented, and just completed by the Packard Motor Car Company.

The Packard Company a number of years ago invented the first machine for doing this work. They were universally used for this operation. The design was changed slightly from time to time to keep pace with changing form of the combustion chamber head. With the form now used by Packard and adopted by a large number of other cars it had been necessary to use eight of the Packard machines, each taking care of its particular part of the irregularly shaped section of the dome. Packard gave a final finish to the work with hand operated electrically driven polishing balls. The new machine makes possible the entire completion of the work in two operations.

The combustion chamber dome is shaped something like half of a pear split lengthwise and with the smaller end considerably enlarged. It long has presented the most difficult bit of machining on an automobile engine. Not only do the cutting tools have to follow the pear shaped design but they have to slope the top of the dome from the piston side toward the "big end of the pen" which goes over the valve and this end also to be deeply undercut.

It has been ordinary practice to leave the dome as it comes from the foundry. With this method there can be no assurance of an absolute uniformity in the cubic contents of each motor cylinder. Differences in the volume of cylinders in a motor necessarily result in varying volumes of explosions, causing roughness in the motor action. Machined domes also greatly reduce carbon trouble.

PACKARD SINGLE SIX MOTOR CARRIAGES.

29.40 H.P. R.A.C. Rating—block test actually develops more than 80 H.P.—288.50 cubic inches piston displacement.

Model 526—Single Six—128-inch wheelbase.	
Phaeton	5-seater G.\$2,695
Rumble Seat Roadster	4-seater 2,695
Sedan	5-seater 2,805
Coupe	4-seater 2,870
Convertible Coupe	4-seater 2,945
Model 533—Single Six—133-inch wheelbase.	
Roadster	4-seater G.\$2,815
Phaeton	5-seater 2,815
Touring	7-seater 2,915
Coupe	4-seater 3,220
Club Sedan	5-seater 3,220
Sedan	7-seater 3,235
Sedan Limousine	7-seater 3,335

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES.

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

Model 443—Straight Eight—143-inch wheelbase.	
Rumble Seat Roadster	4-seater G.\$4,460
Phaeton	5-seater 4,460
Touring	7-seater 4,535
Coupe	4-seater 5,575
Club Sedan	5-seater 5,575
Sedan	7-seater 5,780
Sedan Limousine	7-seater 5,880

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

THE DRAGON MOTOR CAR CO. LTD.

Telephone Central 1246 or 1247.

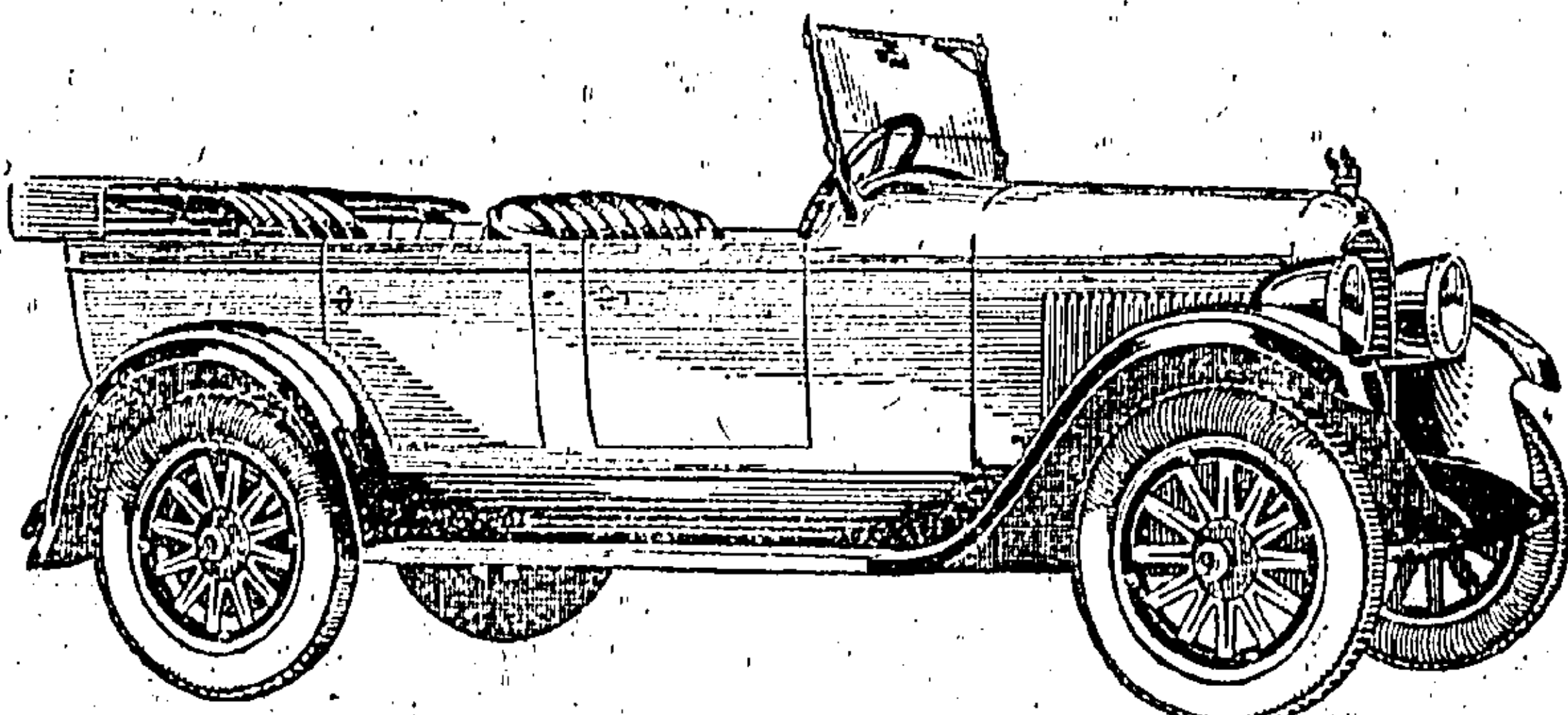
33 WONG NEI CHUNG ROAD—HAPPY VALLEY.

The new Packard machine is operated through the wizardry of cams, as were the former Packard machines. However, the usual contrivances of the cams, together with the fact that the cutting tools are mounted on the ends of long arms, each having two universal joints, make the machines do the seemingly impossible. A woman might easily appreciate the difficulty of the feat if she were to understand that it would be the equivalent of taking six or eight pairs of approximately the same shape and so peeling them

that each at the finish would be the same in size and shape, without the variation of a thousandth of an inch.

The Packard Company has found that the mechanical perfection reached through the invention permits the combustion chamber domes to be held to even closer limits of exactness, one with the other, than when they were completed by hand polishing. Packard engineers say the new machine makes possible an even better Packard car, mechanically, than ever.

CHRYSLER "52"



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Make This Car Prove These Claims:—

Easier to steer and handle	DRIVE IT AND SEE
MORE responsive performance	DRIVE IT AND SEE
Greater Power and Speed	DRIVE IT AND SEE
No Fatigue or effect to Manage	DRIVE IT AND SEE
No vibration, smoother operation	DRIVE IT AND SEE
Quicker Pick-up, Safe to Stop	DRIVE IT AND SEE
Low centre of gravity, absence of sway	DRIVE IT AND SEE
EVERYTHING for control, More convenient	DRIVE IT AND SEE
BIGGER value in Every way	DRIVE IT AND SEE

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BETTER THAN ANY OTHER.

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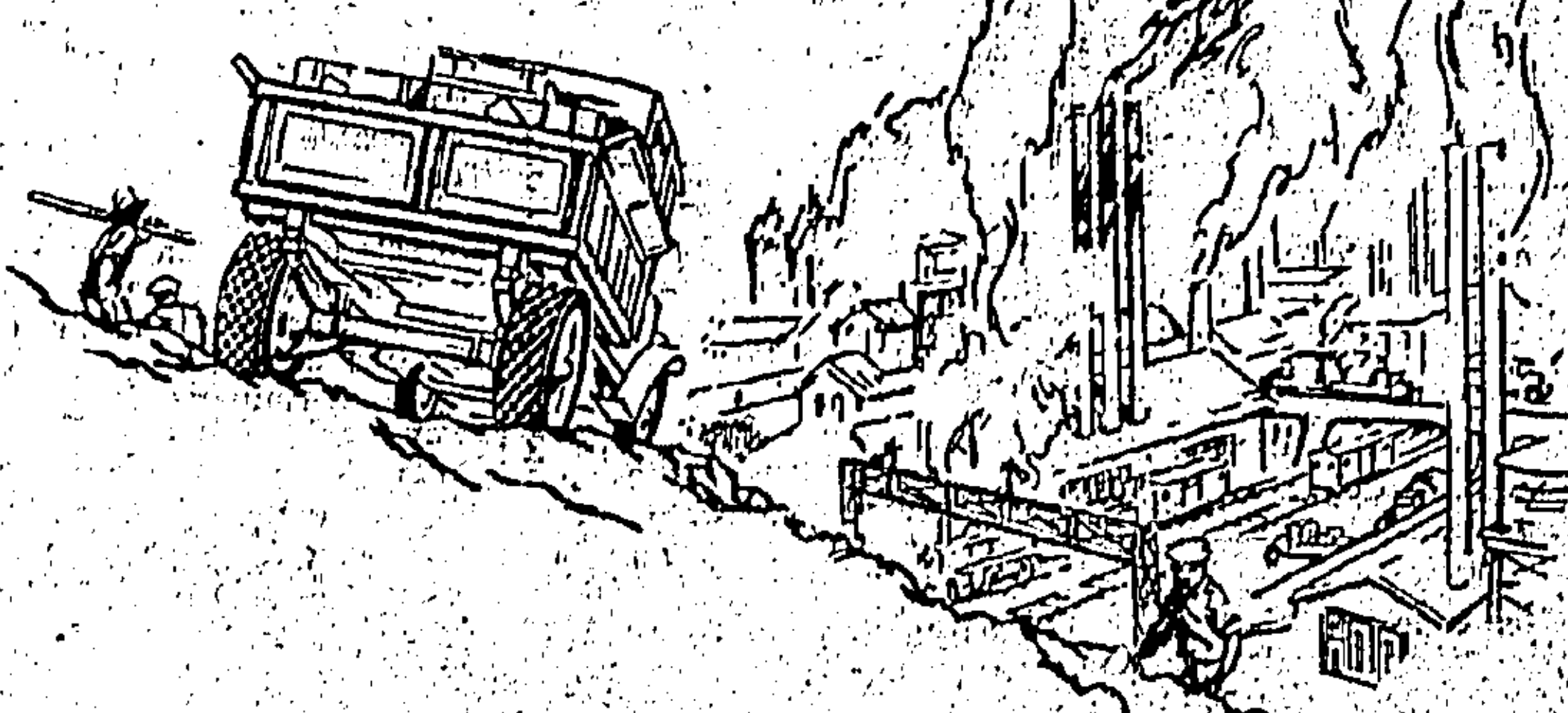
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PRINCE'S BUILDING, HONGKONG.

The Very Idea!

Mr. and Mrs. Brown were doing a walking tour through Scotland, and in the course of their wanderings they came across an old fashioned inn. "Accommodation for man and beast," read Mrs. Brown aloud. "What do they mean by that?" "Married couples, I expect, dear," said Mr. Brown shortly.

Little Jack Horner retired to his corner. Declaring the fight was a frost; But his trainer said "No, I've a column or so, And you'll now tell the world 'How I Lost.'"

"Silent Jim" (Jim Tallent) has retired from the L.C.C. tramways. In the thirty-three years in which he has been working for the L.C.C. his workmates assert that he has rarely been heard to say anything but "Yes" and "No." If he is only strong as well, he is the man we have been looking for.

Man, at Bow County Court: He earns more money in a month than I do in a week. Debtor, loftily: That is a hyperbole. Solicitor, at Bow County Court: Your husband supports you? Wife: Well, he is not an ornament.

East London lodger: I am not the only nuisance in the house. My landlady wants to fight the street when she is "oiled up." Lambeth man. He said, "Let lying dogs sleep."

Man, at Kingston: When I saw the car coming I thought of "safety first" and leaped, but fell into a ditch.

That versatile humorist, Mr. D. B. Wyndham Lewis, has ventured to predict that when we reach the ideal state children will be born with coloured ears, red on the port side and green on the starboard, "for the better crossing of streets." Arising out of which, I suppose we may then expect to hear, when passing elementary schools, the cheerful chant of fifty or sixty little voices chorusing "Green to green, and red to red, perfect safety—Go ahead!" This, perhaps, is looking rather far into the future. As a preliminary, however, to this ultimate development of our present hydrophobic equipment, our eugenists might see whether it is possible to evolve some sort of bat-wing hook on which motorists might rig steering signalling arrangements such as the Navy uses—a ball on one side, and a cone on the other, rising and falling in unison with the helm movements—to indicate their intentions pro bono publico.

Using all his eloquence, the experienced salesman had been displaying his stock to the customer. He had tempted her with green, purple, and pink velvet, muslin, and other cloths, but so far in vain.

Then he brought out another roll of material, in which he seemed to have confidence. "Now, madam," he said, confidently, "This is a lovely line. Colour fast and unshrinkable, guaranteed to wash like a rag, and makes up splendidly. This piece of cloth speaks for itself." "Then," interrupted the customer, "suppose you keep quiet for a moment, and give it a chance?"

Cricket is the finest game that the wit of man has devised.—Mr. P. F. Warner.

We must not build our deepest convictions on our love of strife.—Dr. E. Lytton.

Amateur film-making will become as popular as ordinary snapshotting is to-day.—Mr. A. Jarvis.

War brought out the best that was in the British Empire and, bad as war was, I would rather see another war than those good qualities should go under.—Lord Jellicoe.

A certain woman came before a pension committee and stated that she was seeking her "eternity" benefit. "Your what, madam?" queried the chairman. "My 'eternity' benefit," she reaffirmed. "My dear woman, 'eternity' means your 'hereafter.'"

"Yes, sir; that's what I'm here after."

STABILISING THE FRANC.

M. POINCARÉ STILL SPEAKING ON FINANCE.

AFTER THE ELECTION.

Paris, Feb. 3. M. Poincaré, continuing his speech on the finances of the country this morning, addressed the Chamber for three hours and has not finished yet.

M. Poincaré dwelt on the difficulties connected with that burning question, stabilisation, and said that the hour for legal stabilisation has not yet struck. When it did strike, he announced, the Government would waste no time in submitting a Bill to Parliament.

The speech tended to confirm the belief that stabilisation will be effected, at the present rate, after the elections.—*Reuter*.

Foreign Policy.

Paris, Feb. 3. M. Briand, the Foreign Minister, in the Senate, gave a lengthy review of foreign affairs, declaring that he welcomed the dialogue across the frontier with Dr. Stresemann, as leading to decisive explanations, by which misunderstandings could be entirely dissipated.

The Locarno Pact, he said, contained both mystical and practical elements which had to be reconciled, but he considered that Dr. Stresemann was wandering amidst olive groves.

The Locarno Pact, declared M. Briand, had the tendency to hold out the hand to receive rather than to give. Germany must realise that the two countries were bound to meet with difficulties before they could hope to reach a healthy understanding.

Not a Conjuror's Hint.

M. Briand added that Locarno was not yet a conjuror's hat from which one could produce anything and declared that the evacuation of the Rhineland was not a question for France alone to decide. He recalled what he told Herr Stresemann at Thoiry: "If you want to hasten evacuation you must carry out disarmament and consider how to advance the reparations payment."

M. Briand opposed the rupture of relations with the Soviets but demanded diplomatic correctness. He anticipated the disappearance of the last obstacle to Franco-Italian friendship and finally prophesied that 1928 would not close without the grave questions of war debts and reparations being settled in such a way as to consolidate hopes of a general peace.

The Senate voted by a show of hands on the motion approving M. Briand's policy.—*Reuter*.

NAVAL PROMOTION.

NEW ADMIRAL OF THE FLEET.

London, Feb. 3. It is officially announced that Admiral Sir Henry Oliver has been promoted Admiral of the Fleet in succession to the late Admiral Sir John de Robeck.—*Reuter*.

Admiral Sir Henry Oliver, K.C.B., K.C.M.G., C.B., M.V.O., was until recently Commander-in-Chief of the Atlantic Fleet, serving in that capacity for three years. He joined the Royal Navy in 1872, was promoted Lieutenant ten years later and Commander in 1899. Just prior to the War he was promoted Rear-Admiral, becoming Chief of the Admiralty War Staff on the outbreak. Appointed Vice-Admiral in 1918, he was given the command of the Home Fleet, but from 1920-24 served as Second Sea Lord. He was promoted full Admiral in 1923.

Other Promotions.

London, Feb. 3. It is announced that Admiral Sir Henry Oliver has been promoted to be Admiral of the Fleet in the vacancy caused by the recent death of Sir John de Robeck. Vice-Admiral Sir Richard Webb is now promoted to be Admiral, and Rear-Admiral Bertram Theobald to be Vice-Admiral. All the appointments date from January 21st.—*British Wireless*.

FRENCH RAILWAY RATES.

Paris, Jan. 26. The Chamber of Commerce of Paris, with regard to the increase in railway freightage, has written to the Minister of Public Works, pointing out that the effect of the increase will be to add to the cost of living.—*Indo-pacif.*

LOCAL LADY'S DEATH.

MRS. DONALD MACDONALD PASSES AWAY.

Many old residents of the Colony will learn with the deepest regret of the death, which occurred this morning, of Mrs. Donald Macdonald, widow of the late Major Macdonald, of the Hongkong Volunteer Corps and a past President of the Hongkong St. Andrew's Society.

The deceased lady, who was about 68 years of age, went home with her husband some ten years ago, when the latter retired from the position of head of the firm of Macdonald and Co., marine surveyors. She returned to the Colony about a year ago and has been residing in Observatory Villas, Kowloon, where death took place in the early hours of this morning. Mrs. Macdonald had been in somewhat indifferent health of late, but she was able to attend the recent St. Andrew's Ball, being amongst the official supper party. A few weeks ago, she became ill and had to go to hospital, but was later able to return to her home. However, her condition gradually became worse, and she passed away this morning.

The late Mrs. Macdonald was born in Hongkong and before her husband's retirement she resided for many years in the Colony, making a wide circle of friends, by whom she will be greatly missed. She leaves a son and a married daughter, Mrs. Pope, with whom much sympathy will be felt. The funeral, takes place this evening, passing the Monument at 5 p.m.

EXCHANGE RATES.

	London, Feb. 3.
Paris	124
Brussels	34.08
Amsterdam	12.09 1/4
Berlin	20.43
Copenhagen	18.20
Vienna	34.575
Helsingfors	193.4
Lisbon	2.11 1/2
Bucharest	792.4
Buenos Aires	47.20 3/4
Shanghai	2.08 1/2
Yokohama	171.14
New York	4.87 1/2
Geneva	25.32
Milan	92.05
Stockholm	18.14
Oslo	18.32
Prague	104.4
Madrid	28.595
Athens	367.4
Rio	5.29 3/4
Bombay	1/6
Hongkong	2/0 1/4
Silver (spot)	26 1/4
Silver (forward)	26

—British Wireless.

CLEVER BABES.



Little Wendy Remington and Audrey Goodman as they will appear in Miss Capell's forthcoming dancing displays on the 22nd, 27th and 29th instant.

NATURALISATION RIGHTS.

COLONY FOLLOWS IMPERIAL PROCEDURE.

AMENDING THE LAW.

The Government Gazette contains the draft of an Ordinance to amend the Naturalization Ordinance, 1902, and to provide for the revocation of naturalization rights in certain cases.

One object of this Bill is to apply to local naturalization the powers of revocation which exist with regard to Imperial naturalization. Put shortly, the chief cases in which revocation will be possible are the following:

(a) where naturalization was obtained by fraud, or false representation, or concealment of material circumstances;

(b) where the person in question has shown himself disloyal to His Majesty;

(c) where the person in question trades with the enemy, or adheres to the enemy, in any war in which His Majesty is engaged;

(d) where he has ceased to reside permanently in the Colony;

(e) where he is sentenced by any court in His Majesty's dominions to imprisonment for twelve months or to a penal servitude or to a fine of one thousand dollars or to one hundred pounds.

In cases (a) and (b) above the Government must revoke the naturalization rights of the person in question; in the other cases he has a discretion. Provision is made that before making any order the Governor may refer the case for inquiry to a committee to be appointed by him and to be presided over by a Judge of the Supreme Court. In certain cases, including those referred to in (a) and (b) above, the person to be affected will have the right to an inquiry. The other object is to provide that a person naturalized locally shall automatically lose his local British status if he leaves the Colony and becomes naturalized in some foreign State. This provision is also based on the law relating to Imperial naturalization.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

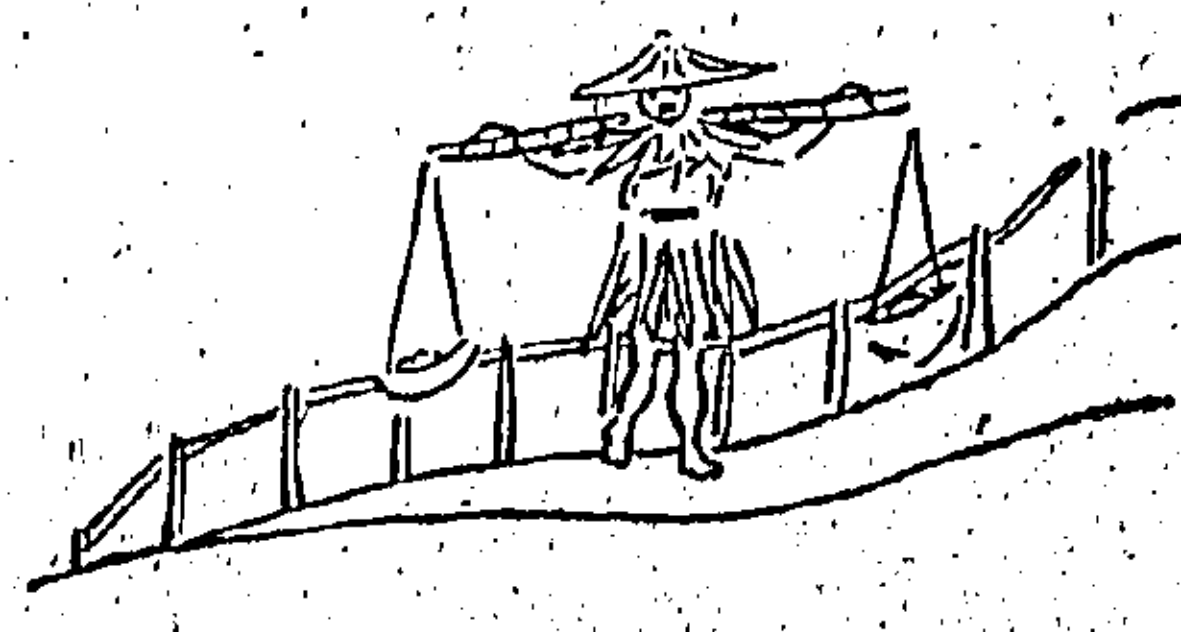
The following general knowledge paper has been taken from the *Daily Express*. Answers, for those who need them, will be found on page 18 of this issue.

- 1 What was the "Philosopher's Stone"?
- 2 Who wrote the following: "The Aeneid," "The Admirable Crichton," "Tribby," "The Wealth of Nations," "A Doll's House"?
- 3 What was a barometer register?
- 4 What great historical event was made possible by the aid of Ferdinand and Isabella of Spain?
- 5 How did lawyers' fees originate?
- 6 Quote the shortest verse in the Bible?
- 7 What was Samuel Pepys's profession?
- 8 Who founded Winchester College?
- 9 What is the mezzanine floor?
- 10 What is "dog's nose," and what flower's scent does it suggest?
- 11 Why did Augustine find it comparatively easy to preach Christianity in Kent in 597 A.D.?
- 12 In what Shakespearean plays do the following characters appear: Touchstone, Imogen, Cassio, Casca, Hero, Florizel?

HONGKONG CHAFF.

By B. R.—B.

There's nothing
The Bamboo
Can't do—
It makes food
And pens,
And coops for hens,
It carries the Bride when she's married.
It makes curtains and mats
And raincoats and hats
And bears off the corpse when it's buried.



HERE AND THERE.

On Holidays—Macao's Awakening—A Passing Costume.

(BY ARGUS.)

A friend of mine has been complaining to me that here in Hongkong we get far too few holidays. I have, however, given him very little comfort, but have set out to cure him, once and for all, of his foolish notions on the subject. To begin with, I pointed out that he has the benefit of 52 Sundays in the year, to which is to be added a further aggregate of 26 days, in view of half-holidays on Saturdays. Then there are special, general, Bank and public holidays, not to mention Easter, Christmas, New Year holidays, and the half-days when we rest from our labours to watch the go-gees run; and a total of 93 holidays, on a very conservative estimate, will have been recorded. This leaves us with a residue of 272 days when we are expected to work and earn our salary. But do we?

On a further consideration, I pointed out to my complaining friend that he has been somewhat failing in his duty. What with the time spent in eating and sleeping, and taking recreation in one form or other, he really has devoted less than one-third of his 365 days to useful work. The calculation on this point brings us to this formula: 365 x 24 = 8760 hours, or precisely a total of 5,840 hours, or precisely 260 days in the year when we do absolutely nothing. Add to this the 93 other workless days, mentioned above, and the startling discovery becomes apparent that our local year is almost one round of holidays, and that in the 365 days we work only on an average of 12 days. In their matter-of-fact way of conveying the truth, figures are almost brutally frank. The lesson was drastic but much-needed, and my friend has now been convinced even against his own will.

There are many signs that the neighbouring Colony of Macao, like Rip Van Winkle, is awakening from its sleep and making an effort to reassert its geographical importance in the South China coast. On top of the construction of an expensive harbour, a first-class Hotel was recently opened; while an Art Exhibition, designed to attract culture to the Colony, also attracted much attention, not only from the people of Macao, but also quite a few visitors from Hongkong. But to gain access to this and other points of interest, it was necessary for the visitor to run a regular barrage of quick-firm dice, for it was Chinese New Year Day, and *loto* as a seasonable pastime very popular.

For once, the *fantas* houses were relegated to a position in the background. So aggressive were the proponents of the good old game of shaking the bones that, on this *festu*, with an expected big incursion of victims from Hongkong, they had established a line of booths along the route to the Hotel, with a sort of bridge-head entrenched at the landing stage. Nor was this the only proof of Macao's rejuvenation. At the Hotel, another enterprising *jeuneur* had established his business in the bar. A pile of silver and notes stacked up in a tempting *ensemble*, at his side, testified to the fact that he had rolled the bones to some purpose.

With the official edict banning the old Chinese watchman's uniform, there has passed out of use yet another feature linking the Colony of Hongkong with olden days. The cone-shaped hat, the ill-shaped hose, and the felt shoes which for so long distinguished the native watchman are all to be discarded for the more efficient-looking European uniform. While regretting the passing of this and other features familiar to those long resident in the Colony, the change is to be welcomed if only for the undoubted additional smartness it confers on an organization which takes a responsible part in the maintenance of peace and order.

MARITIME LABOUR.

ANOTHER INTERNATIONAL CONFERENCE.

Geneva, Feb. 3. The executive Council of the International Labour Office has passed a resolution in favour of holding an International Maritime Labour Conference immediately after the ordinary Labour Conference next year.

The motion was supported by the Labour group, but was opposed by the Executive of the Labour Office and also by Mr. Forbes Watson, the British employers' delegate.—*Reuter*.

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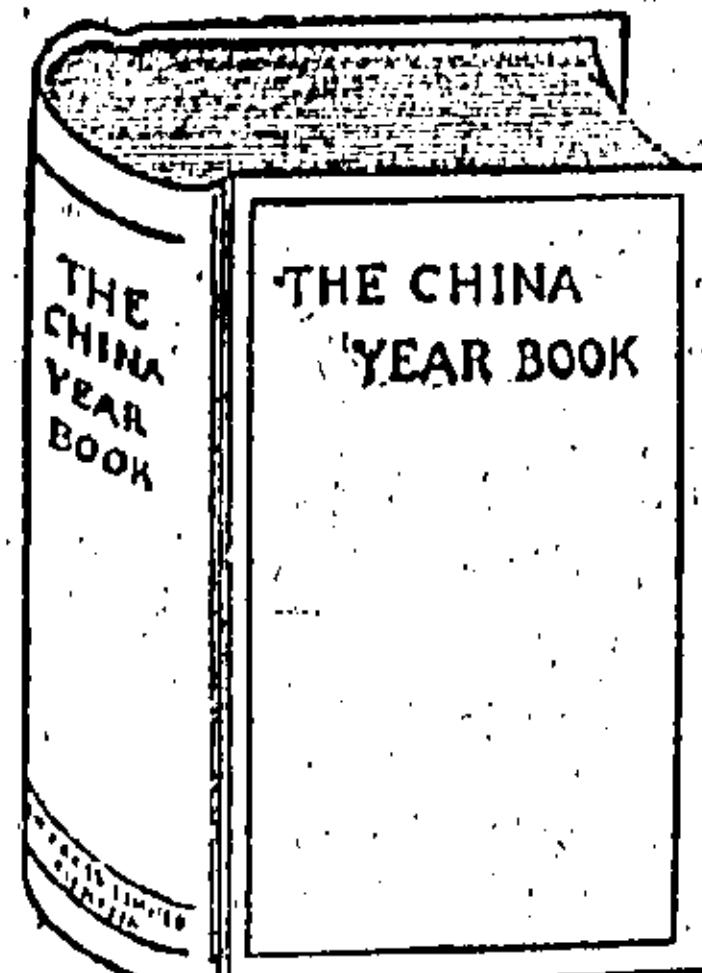
19, Wyndham Street, 36, Nathan Road, Hongkong, Kowloon.



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Edited by H. G. W. Woodhead, C.B.E.

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The Kuomintang,
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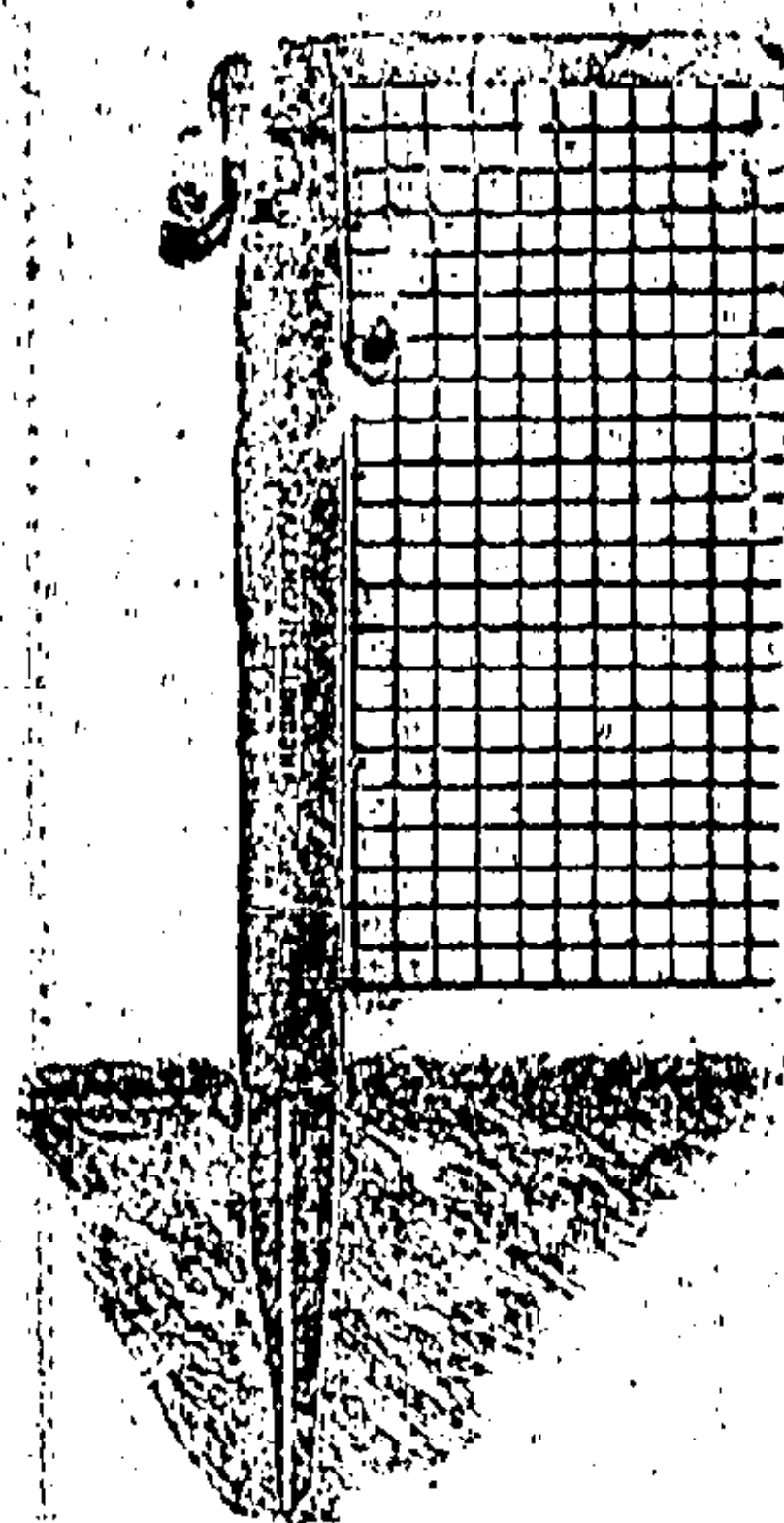
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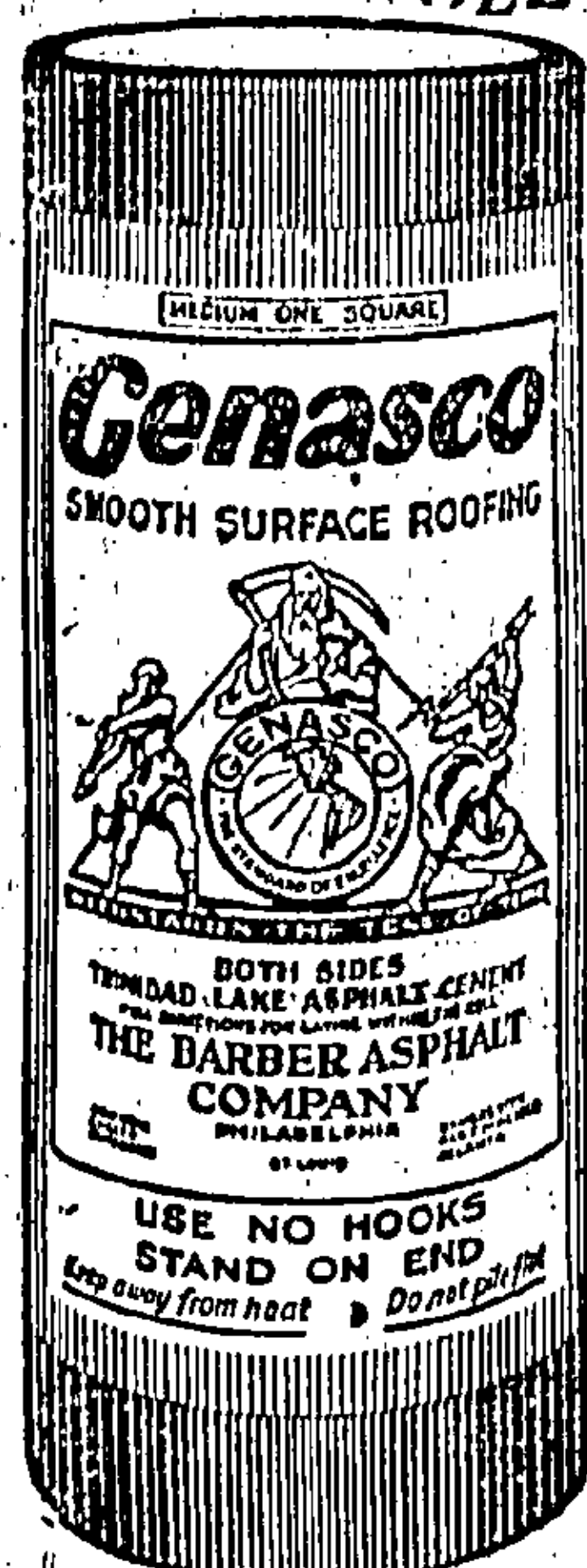


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water-proof and storm-tight.

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and

MANICURE.

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Yee Sang Fat Building,
Queen's Road Central.

THE DAVIS CUP DRAW.

BRITAIN PAIRED WITH
ARGENTINE.

BYE FOR CHINA.

Paris, Feb. 3.
The complete draw for the Davis
Cup Competition is as follows:

European Zone: 1st Round.

Australia v. Italy.
Rumania v. Belgium.
Germany v. Greece.
Chili v. Spain.
Jugo-Slavia v. Finland.
Argentina v. Britain.
Hungary v. Norway.
Ireland v. Holland.
Poland v. Denmark.
Philippines v. Austria.
South Africa v. Sweden.

2nd Round.

India v. Switzerland.
Portugal v. New Zealand.
Czechoslovakia v. winners of
South Africa & Sweden.

American Zone: 1st Round.

Cuba v. Japan.

United States v. Mexico.

2nd Round.

Canada v. winners of Cuba & Japan.

China v. winners of U.S. & Mexico.

—Reuter.

WARATAHS LEAVE FOR CANADA.

ROUSING SEND-OFF BY
ENGLISH RUGBYITES.

London, Feb. 3.
The New South Wales Rugby
football team, known as the
Waratahs, having completed their
tour in this country left Teddington
to-day, to embark at Liverpool
for Canada. They had a rousing
send-off from a large crowd of
English Rugby footballers, includ-
ing Admiral Ridsdale, the President
of the Rugby Union and Mr. C. C.
Wakefield the old English Captain.
—British Wireless.

LOCAL HOCKEY.

CLUB TEAM AGAINST NAVY.

The following will represent the
Hongkong Hockey Club against the
Navy in the 5th Shield match at
the U.S.R.C. ground at 5.30 p.m.
Wednesday:—W. J. Lockhart
Smith; J. E. Henry, D. Lyon;
Gardner, A. A. Dunn (capt.), L. M.
S. Lloyd; G. B. Slipp, W. Wood-
ward, F. G. Wheeler, B. W. Sam-
son and T. Whitley. Reserves:—
R. K. Valentine and A. C. Pitt-
chard.

EUROPEAN BOXING.

FRENCH CHAMPION WINS
OVER GERMAN.

Paris, Jan. 26.
The French champion, Mascart,
in a bout for bantam-weight hon-
ours, beat the German representa-
tive, Friedmann, who was dis-
qualified for repeated fouls.
—Indo-pacifi.

CORRESPONDENCE.

THE BOXING TOURNAMENT.

[To the Editor, Hongkong
Telegraph.]

Sir,—Owing to a misunderstanding
between the Association and Messrs.
Moutrie & Co. Ltd., the public have
been informed at the Booking Office
that the first ten rows of the stalls at
the Lee Theatre are priced at \$5, in-
stead of \$3.

Any members of the public who
have paid \$5 for any of these seats
may obtain the necessary refund from
Messrs. Moutrie & Co. Ltd., and in
like manner the seats for which \$3
have been paid may be adjusted as to
position in the Theatre, either by com-
munication with Messrs. Moutrie &
Co. Ltd. or at the Theatre on Satur-
day evening.—Yours etc.,

T. G. BENNETT,

Hon. Secretary,

Hongkong Boxing Association.

P.S.—A copy of this letter has been
sent to Messrs. Moutrie & Co. Ltd.
for their information.

TROTSKY'S EXILE.

EMBRACED BY YOUNG MEN.

Paris, Jan. 26.
According to the correspondent
of the *Corriere della Sera* at Mos-
cow, M. Trotsky has passed Tash-
kent (Turkistan) on his way to
exile, being always kept under
strict military guard.

Despite the police, crowds
approach the waggon, and utter
imprecations against the present
regime in Russia. At one point,
a number of young men embraced
M. Trotsky.—Indo-pacifi.

DAME CLARA BUTT IN THE EAST.

MAY VISIT CHINA AND JAPAN.

Dame Clara Butt, the noted
singer, has recently been staying
at Government House, Rangoon,
in the course of a tour in the
East.

Dame Clara Butt came out for
a holiday. She is not getting it.
That is not to say that she is fail-
ing to enjoy herself—on the con-
trary—but merely indicates that
a great singer's determination not
to sing is only a matter to be
overcome, when that singer is
good-hearted and the public an-
xious not only to snatch a musical
treat but to render tribute.

In Calcutta, Dame Clara Butt
gave three concerts and then sang
at the Cathedral there—a grace-
ful act by which the Kallimpong
Homes benefited.

"When I started from England,"
said Dame Clara to a Press re-
presentative, "I didn't mean to
sing anywhere—at all. But others
thought differently, and there you
are."

Dame Clara has no stock stories
but to a Pressman she related
quite a funny incident that had
occurred only a few hours pre-
viously—on her ship's arrival in
Rangoon River.

"I was half asleep in my cabin,"
said Dame Clara, "and trying to
get quite asleep, when a voice
came 'Ance fyerarrms please.'
'Pardon,' I said.

"'Ance fyerarrms?'
"Still I didn't understand. 'What
is the matter, I asked.

"'Please, madam, have you got a
gun.' 'No, and a jolly good job
it is for you that I haven't.'"

Dame Clara Butt was so grati-
fied to find that the official thus
addressed saw the fun and laugh-
ed heartily. This, she said to
herself, must be a country with a
sense of humour.

But that was not all. The gun-
slinger, pursuing the weary round
of duty, lighted upon Miss Wade.
"I haven't got a gun," said that
charming lady, "and don't you dis-
turb No. 14." (Dame Clara Butt's
cabin).

"No," answered the officer, "I
certainly will not—again."

Dame Clara was to leave Ran-
goon for Madras, Darjeeling,
Agra, Delhi, and possibly Pesh-
war.

"Then," said the singer, "I want
to see something of the Far East
and we must see China and Japan.
Besides, I've an interest in Japan.
I want to see the new Columbia
works in Tokyo and possibly pro-
duce some records for them
there."

HAMBURG THEATRE.

ART AS LINK BETWEEN
NATIONS.

The recent first-night perform-
ance of the opera "The Sunken
Bell" in the Hamburger Stadtthe-
ter must be regarded as an impor-
tant event in the musical world.
The Italian composer, Signor
Ottorino Respighi, has taken upon
himself the difficult task of setting
to music Gerald Hauptmann's
legendary drama of like name,
and even though he has perhaps
not always been able to do full
justice to the delicate touch of
idealism pervading Hauptmann's
works in the musical themes in-
troduced by him, the Italian
genius for musical expression can
nevertheless be traced through-
out the composition.

The staging of the new opera
was in the capable hands of Mr.
Leopold Sacke, the stage man-
ager, whilst Mr. Werner Wolff
conducted the orchestra. Thanks
to the excellent way these two
gentlemen carried out their re-
spective duties, a good many of
the more sentimental parts gained
a great deal in realism.

Mr. Wolff had re-translated the
Italian text into the original Ger-
man. The performance drew an
enormous audience, and both Sig-
nor Respighi, the composer, and
Herr Gerald Hauptmann, the poet
(who is a Nobel Prize man), were
present.

The evening proved a social
event of the first order, the au-
dience including, among others,
the Italian Consul in Hamburg
and the Italian Ambassador in
Germany who had specially come
from Berlin. A telegram of con-
gratulation received from Benito
Mussolini showed that in Italy
also much interest is being taken
in the first performance of this
work.

In an assault case at Letterkenny
(Co. Donegal) a solicitor said he
wanted to show the sort of com-
pany a witness was in the habit of
keeping. Mr. Justice Walsh: Oh,
that does not matter. I was at
one time in close association with
a man who was to be hanged for
the murder of a woman. He was
one of my best friends when I was
in Derry Prison.

TO-DAY.

Dollar on demand 2/- 3/16.
Lighting-up 6.13 p.m.

MADRAS MOB OUT OF HAND.

(Continued from Page 1.)

North Calcutta with fixed bayo-
nets.

The disturbance grew at one
time and several students were ar-
rested while others were sent to
hospital with various injuries.—
Reuter.

Hostile Demonstrations.

Calcutta, Jan. 3.

Hartal demonstrators in South
Calcutta threw brickbats at the
tramcars and buses, smashing the
windows. Four armoured cars are
patrolling the streets.

Madras, Feb. 3.

Most of the business houses
are closed and buses and trams
are idle in accordance with the pro-
clamation of hartal on the arrival
of the Simon Commission in India.

After being stoned the police
fired on the rioters, killing one and
wounding five.—Reuter.

Commission Arrives.

Bombay, Feb. 3.

The Simon Commission has ar-
rived on route to Delhi. Many
shops, colleges and business asso-
ciations are participating in the
hartal. A procession of 350. Na-
tionalists, clad in white and carry-
ing black flags and banners, in-
scribed with watchwords like
"You are not wanted," "You are
not welcome" and "Down with
British Imperialism," proceeded to
the pier and afterwards marched
through the streets.

The Nationalist procession head-
ed by Shaikat Ali marched up to the
entrance of the pier early in the
morning and found the way barred
by Police who forced it back. It
then waited outside the dock until
the commissioners came out after
breakfast four hours later.

"Simon Go Back."

The processionists, numbering
350 were clad in white and carried
black flags and banners inscribed
"Simon Go Back," "No Representa-
tion No Commission," "Unwanted,
Unwelcome." They marched
through the streets with motors
carrying the "national flag," and
halted outside the shops which
were continuing trade calling out
"shut your shop it is hartal."

Sir John Simon has issued a
statement in which he says that
they are deeply impressed with the
responsibility of their task. The
Commission will shortly issue a
statement in regard to the pro-
posed procedure, which should en-
tirely dissipate suspicions.

The Commission later left for
Delhi.—Reuter.

[The Statutory Commission to
enquire into the working of Indian
reforms is composed of Sir John
Simon (Chairman), Viscount Burn-
ham, Lord Strathcona, Hon. Ed-
ward Cadogan, Mr. N. Hartshorn,
Colonel Lane Fox and Major All-
tree.]

HOCKEY SHIELD.

ANOTHER NAVAL VICTORY.

The R.A.F. played their third match
in the 5th Hockey Shield competi-
tion when they met the Navy on the
latter's ground at King's Park yes-
terday and lost for the third time,
the Navy winning by three goals to
one. This victory, as will be seen
from the following table, corrected to
date, places the sailors two points
ahead of the top with only one more
game to play against the Club.

P. W. L. D. F. A. P.

Navy 5 4 1 - 20 6 8

Army 4 3 1 - 12 0 6

Club 4 1 3 - 7 18 2

R.A.F. 3 1 3 - 4 12 2

The Navy have already defeated the
Club to the tune of six goals to noth-
ing and it seems very probable, pro-
viding there is no great change in
form, that the sailors will finish with
ten points to their credit.

The two remaining games to be
played by the soldiers are both against
the R.A.F. and, although these teams
have not yet met, present form seems
to indicate that the soldiers stand
a good chance of securing full points
which will place them on a level with
the Navy.

In this event the two teams will
play a deciding match.

The Club and the R.A.F. are now
definitely out of the running, as the
former can only now total six points
if both the remaining two fixtures
are won, while the R.A.F., by winning
their remaining three fixtures, can
only equal a similar figure.

Yesterday's game was one of missed
chances. The R.A.F. showed better
form than they have hitherto display-
ed and the Navy have largely to thank
a first rate exhibition of goal keeping
by Lieut. Commr. Bell for keeping
their opponents' score down. Lieut.
Commr. Brown and Flight Lieut.
Hope also played a prominent part in
the defence, while Sergt. Chambers,
in goal for the Air Force, also put
up a remarkably fine display.

Neither set of forwards showed
scoring form and the halves of both
teams were often untidy.

The first part of the game saw the
Navy pressing and in the first quar-
ter of an hour Lieut. Sladen scored
two without reply. Towards the end
of the first half Flying Officer Ar-
buthnot got through for the Air
Force.

The second half saw a reversal of
tactics the airmen showing improved
form and pressing the naval defence
hard. Chances were missed by both
sides however and there was a good
deal of wild hitting. Both goal keep-
ers responded in fine style to the many
difficult shots they had to deal with.
Within the last ten minutes, from a
breakaway, Lieut. Sladen put on a
third for the Navy. Just before the
end Lieut. Dale failed for the R.A.F.
when only a few yards from goal with
a clear shot.

Penang's Poppy Day for 1927
yielded \$23,672, as compared with
\$12,864 in the year 1926.

New York, Jan. 4.—All metro-
politan records for deaths from
alcohol were beaten last year, ac-
cording to statistics issued by
the Department of Health, which
show that "bootleg" liquor killed
770 people in New York. The
previous record was 687, which
was reached in New York in 1916,
when public-houses were open and
war prosperity was in its heyday.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local
share quotations issued to-day:

Banks.

Hongkong Bank, \$1210 b.

Chartered Bank, \$311 b.

Moracinto A. & B., \$322 n.

P. and O. \$10 n.

East Asia, \$731 b.

Insurance.

Canton Ins., \$605 b.

Union Ins., \$300 b.

North China, Ins., Tls. 143 n.

Yangtze Ins., \$464 b.

China Underwriters, \$2.20 n.

China Fros, \$215 n.

H. K. Fire Ins., \$680 b.

Shipping.

Douglases, \$414 n.

H. K. Steamboats, \$261 b.

H. K. Tugs, \$2.00 n.

Indo-China, (Prof.) \$36 b.

Shall Trans, \$5 n.

Union Waterboats, \$18 b.

Mining.

Benguets, \$24 b.

Kailans, \$44 n.

Langkats, Tls. \$134 b.

Shai Exploration, Tls. 2.85 s.

Raubs, \$44 b.

Tronchs, 17/6 b.

Docks, etc.

Kowloon Wharves, \$135 b.

Whampoa Docks, \$46 n.

China Providents, \$6.30 b.

Hongkows, Tls. 163 b.

New Engineering, Tls. 5 s.

Shanghai Docks, Tls. 97 b.

Cottons.

Ewo Cottons, Tls. \$7.90 as.

Oriental, Tls. 2 b.

Shai Cottons, Tls. 48 (old) b.

Lands, Hotels, etc.

H. and S. Hotels, \$8.40 s.

H. K. Lands, \$651 b.

Shai Lands, Tls. \$133 b.

Humphreys, \$151 b.

Realities, \$8.60 b.

Territorials, \$14 n.

Public Utilities.

Tramways, \$27 n.

Peak Trams, (old) \$14 n.

Star Ferries, \$67 b.

China Lights, (Comb.) \$172 b.

H'kong Electric, \$74 n.

Macao Electric, \$64 b.

Telephones, \$4.55 b.

China Buses, Tls. 64 n.

Singapore Tractors, 11/9 b.

Industrials.

China Sugars, \$94 n.

Malabons, \$271 n.

Canton Ice, \$3.75 b.

Coments (Comb.) \$11.70 b.

Ropes (Old) \$9 b.

United Asbestos \$10 n.

Stores &c.

Dairy Farms, \$201 b.

Watsons, \$12

NEW HOMES FOR LONDONERS.

PROGRESS OF GREAT L.C.C. SCHEMES.

A \$39,000,000 BILL.

"Go to the housing estates of Greater London, and see for yourselves," is the advice of Lieutenant-Colonel Cecil B. Levita, Chairman of the Housing Committee of the London County Council, to Londoners who are interested in the housing problem, or in the manner in which \$39,000,000 of their money is being spent.

At Colonel Levita's invitation a number of Press representatives made a tour of inspection of three of the Council's schemes north of the Thames.

"The notorious Ware-street," as it has been called, the centre of a seven-acre clearance scheme in Hoxton, provided an example of work in a district of extreme squalor. Five blocks of tenements have already taken the place of many of the miserable houses here, providing accommodation for 766 people, and another three are in course of erection.

In all, seven blocks of five-storey buildings and six blocks of four-storey buildings, providing accommodation for 2,408 persons, are to be put up.

Strange street names are to be found in this gloomy region—"Land of Promise-place" is a typical example—and, although these will be swept away, the blocks of dwellings will be linked with the past by being given names connected with archery, which was formerly practised in this neighbourhood.

A Fine View.

A complete contrast with this Hoxton scheme is the Hornsey-rose Estate, Islington, which consists of three fine blocks of dwellings built on a series of terraces on a steep hillside, giving a splendid view across London. Many fruit trees have been preserved on the terraces. There is accommodation for 1,168 persons in 188 lettings, and the weekly rents, inclusive of rates and water charges, range from 12s. and 14s. 3d. for two-room tenements to 22s. 10d. for five-room tenements.

The buildings are clean and airy, and, to judge by the happy bands of children playing in the grounds, the occupants are completely satisfied.

The third estate visited recently was the large Watling Estate, 390 acres in extent, away in the country to the north of the Hendon aerodrome, to the east of Edgware-road, Hendon. It is well worth seeing and easily reached, because the Charing Cross and Hampstead Tube runs out to Burnt Oak Station, which is in the middle of the estate.

Here, overnight almost, a delightful garden city has sprung up under the urge of the L.C.C. housing authorities. The two-storey wooden, brick, and steel cottages, built on well-wooded, undulating ground, with broad open spaces between them form a landscape that is pleasing to the eye, and on closer inspection they prove to be cosy dwelling places. Some 4,000 houses are to be placed on the Watling Estate, and although the first of these were completed as recently as April, 1927, by the end of December, 1927, as many as 1,373 houses were ready for occupation. Houses are now being completed at the rate of 40 a week. When the estate is finished there will be 13 miles of roads, and 22 miles of sewers. Watling Estate will be completed by the end of 1928 or early in 1929.

A Ring.

The policy of the Council has been to place a ring of estates round London, into which people may flow from the over-crowded areas. With the exception of the biggest estate of all—Becontree, in Essex, which is twelve miles from Charing Cross—all the estates are within the ten-mile radius. When they are completed their total population will be greater than that of Sheffield.

The total cost of this great programme of post-war housing, which provides for the erection of some 60,000 houses and flats, is estimated at nearly \$36,000,000. So far, about 23,000 houses and flats have been erected. In addition to these schemes, the Council has undertaken clearance and reconstruction work, estimated to cost some \$3,000,000, in 23 unhealthy areas in London itself. Houses occupied by more than 29,000 persons, have been, or will be shortly, demolished under these schemes. About one-third of this great task has been accomplished.

Colonel Levita announced that the foundation-stone of the first block of "skyscraper" flats in Ossulston-street, Somers Town, St. Pancras, is to be laid on February 1 by Mr. Neville Chamberlain. These flats, in places nine storeys high, will be the tallest in London.

"SLAMESE" TWINS.

SIR BERNARD SPILSBURY'S EVIDENCE.

INQUEST VERDICT.

It was stated at the inquest on the bodies of the Derbyshire twin girls who died following shock of an operation at Guy's Hospital, that the two were joined by the vertex, or top of the head solely, with their bodies pointing in different directions.

Dr. Waldo, who held the inquiry, said that so far as he knew there were only 14 similar cases on record. If left to grow up the sisters would, owing to the way in which they were joined, have been unable to sit or stand, and if one sat the other would be on its head with her feet in the air.

In order to feed the children in the usual way it involved holding one sister with the feet in the air. If allowed to be, perpetually on their backs there would be a risk of hyperstatic pneumonia—a point in favour of an operation.

On the conclusion of the evidence a verdict of "Death from shock due to misadventure" was returned. The children were born on the 10th inst. and died on the 22nd inst.

The father, a bricklayer's labourer, stated that when the children were brought to London by train for the purposes of skilled surgical examination a special compartment in the train had to be fitted for them.

Evidence was given by Mr. Samuel Carlinsky, house physician at Guy's Hospital, that one of the children would be awake while the other was asleep. There had been great difficulty in feeding the children as they lay on their backs. It took three nurses to hold them when laid on their sides.

House Surgeon's View.

Dr. Lancelot Bromley, surgeon of the hospital, who performed the operation on the children, said that they had a separate blood supply, which showed that it was not impossible to separate them on this account.

The smaller child was remarkably wasted and any operation would almost certainly have meant death. On the other hand, the bigger child, although not doing well, seemed to have a reasonable chance of surviving.

"The brains, although separate in themselves, lay (Dr. Bromley added) in contact with each other, and the sudden alteration in pressure on the brain of the bigger child as the result of the necessary displacement in the operation, in my opinion, caused death."

Sir Bernard Spilsbury attributed death in both cases to shock.

"They were (he declared) two individuals in the sense that the essential organs were complete and separate and were in theory capable of a separate existence. I should call them conjoined twins."

Mr. Waldo—If the smaller one had died would it have jeopardised the life of the other?—Yes.

A verdict was returned as stated.



The amount of drinking done by the younger generation isn't anything to write home about.

In allowing two appeals under the Moneylenders Act, Mr. A. M. Langdon, the Recorder, at Salford, decided that a man could apply for a certificate under the name by which he was generally known and individually recognised, as apart from a trade name which he did not use in private life. In one case before the Recorder the applicant had departed from his father's name, changing to another name by deed poll, and in the other case the applicant had used his adopted name ever since he landed in England 30 years ago.

Sir Montague Sharpe, K.C., the Chairman at Middlesex Sessions, expressed regret at a verdict of the jury. "I don't think you have done your duty," he said. "Of course, you didn't know this man had spent 25 years in penal servitude. I am ashamed of you. I can only regret your decision. I cannot do anything." The jury had been absent for over an hour.

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500 Dozen.

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in three designs.
Slightly clouded.

CLEARANCE PRICE \$1.00 dozen.

150 (Only) GLASS JUGS

Assorted shapes
and sizes.

CLEARANCE PRICE \$1.00 each.

60 (Only) BEDROOM WATER BOTTLES

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(slightly clouded)

CLEARANCE PRICE 3 for \$1.00

420 Yards

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Usual prices \$1.75 and \$1.95 per yard.

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complete in case with one blade.

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600 Boxes BATH SOAP

3 large tablets in box
Assorted perfumes.

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MR. LLOYD GEORGE AND THE MINES.

"BOOBY AND SANKEY CHORUS."

LIBERAL PROGRAMME.

"I predict that the voice of Liberalism will be paramount in the next Parliament," said Mr. Lloyd George, when he addressed a big meeting at Cardiff recently, called to discuss the mines policy of the Liberal Party. The assembly included nearly 600 miners' delegates drawn from every constituency in South Wales. Mr. Lloyd George, who was accompanied by Miss Megan, was warmly cheered.

"I vow to you," he said, "that the Liberal Party has taken up the 'Miners' Charter' in God's name, and it means to utilise its power in the next Parliament to demand the establishment of permanent peace in the coal industry on the basis of fair play to all those who toil and are in peril in order to serve their country in the depths of the earth. That is a pledge which I give here and now." (Cheers.)

The Slogan.

Mr. Lloyd George alluded to attacks made on him in connexion with the 'Sankey Report.' Those attacks are often made by people who have never read a line of the Report, and do not even know the colour of it.

"I mean to lay this booby and Sankey chorus," (Laughter). What is known as the Sankey Report was signed by one man alone, and his name was John Sankey.

"He was like a pelican in the wilderness, wandering alone without a single miner's leader in his pouch," (Laughter). When the miners' leaders say to me, 'Why did not you accept the Sankey Report?' my reply is, 'Why didn't you sign it?' They have not accepted it up to this very hour. (Cheers.)

The existing trouble in the mines has arisen through no fault of the miners. Every time they were called out to fight they obeyed discipline in their own ranks. They showed loyalty, pride, and endurance which was one of the heroisms of industrial struggles in this country.

The fault lay very largely with extremists and irreconcilable men on both sides. The mining Association has been captured by extremists who say, 'Well, any way, if the worst came to the worst, we can always blame the Tory Government.' (Laughter.)

"Extremists, too, have captured the Miners' Federation. You ask their leaders what is wrong with the mining industry they say 'It is because you are neglecting our slogans.' (Laughter.)

The oftener slogans are repeated and the louder proclaimed the more deeply the people of this country stick their fingers into their ears, and so, according to the extremists of the Miners' Federation, all the trouble has arisen because the people of this country would not listen to their slogans. (Laughter.)

"I am glad that miners, not only in South Wales, but in Yorkshire, Durham, and other places, have made up their minds at last that their difficulties and distresses are not to become the stock-in-trade of any faction, and that they are insisting on a practical policy which will establish permanent peace and prosperity in the mining industry. In fourteen years there have been five stoppages in what, with the possible exception of agriculture, is the greatest basic industry in the country. At the end of the fifth the miners find themselves in a worse plight than when they began.

"Is it not time for the workers in the industry to consider whether that policy can lead to anything but destruction and chaos?"

The Government of which he was the head after the war proposed legislation for the good of the industry, but it was rejected by the miners. A deputation came to see him at Downing-street. He said to the chairman of it: "Assuming that the Government cannot accept a policy of nationalisation, would you prefer that things should go on in the old way?" and the chairman replied: "We would prefer the old system."

The railwaymen behaved differently, because their leader, Mr. Thomas, shut up all the lunatics. (Laughter.) The railwaymen today were reaping the benefits of that leadership.

The Land of Promise. The trouble with the miners' has been that they would accept nationalisation or nothing. They have acted like an Israelite of old, who might have stood on the banks of the Red Sea and said, 'Before I go across I must have an assurance that we are not going to loiter about that we go straight to the Land of Promise, that that Pillar of Fire will go straight there and never wind about. If you do not do that I stick here with Pharaoh.' (Laughter.)

"There is no short cut to the Land of Promise. It is part of the great effort to bring out the best in men and nations not to make the paths too easy for us." (Cheers.)

A resolution adopting the Liberal 'Miners' Charter' was moved by Mr. Jack Jones, who was

REVISION OF DEBT SETTLEMENTS.

WASHINGTON DEBATING THE ADVANTAGES.

THE DAWES SCHEME.

Washington, Dec. 28. Since the publication of the Agent-General's report urging that German reparations should be revised and Germany be told the precise amount she will have to pay the Allies, official circles here have discussed informally whether the United States should give the proposal its sanction.

The interest the United States has in the matter is not so much in what Germany will pay the Allies as what the Allies will pay the United States. If the total of German reparations is reduced there must be revision of the Baldwin settlement and the settlements made by other Allied nations.

The Debt Funding Commission and Congress have always refused to admit that there is any connexion between German reparations and Allied settlements. This was notably so in the case of France. Congress, too, has always opposed any reopening of the Allied debt settlements, on the ground that the United States would be the greatest loser.

Now it is questioned whether the reverse is not true. Would not, it is asked, the United States be the greatest gainer by an all-round adjustment? Would it not open foreign markets to American manufacturers, and would there not be a greater guarantee of the return of the huge amount of American capital now invested abroad?

Still Unpopular. These are arguments in favour of revision of the Dawes Plan, but, on the other hand, except in small circles, leniency to Allied debtors has never been popular here, and there is no indication that it is any more popular to-day than it has been in the past. There will be much discussion before anything is done, even if eventually anything should be done, which is, to say the least, doubtful.

until recently a Labour party leader in South Wales. Upon a show of hands by the miner delegates, the resolution was declared carried unanimously.

The "Charter" demanded:—
1. Nationalisation of mining royalties;
2. The formation of a National Mining Council and a Pit Committee in each colliery;
3. Better pay for miners by regulation of prices;
4. Solution of miners' unemployment by regulating the recruitment of fresh labour, pensioning off old miners, and organised transfer of unemployed to other industries.



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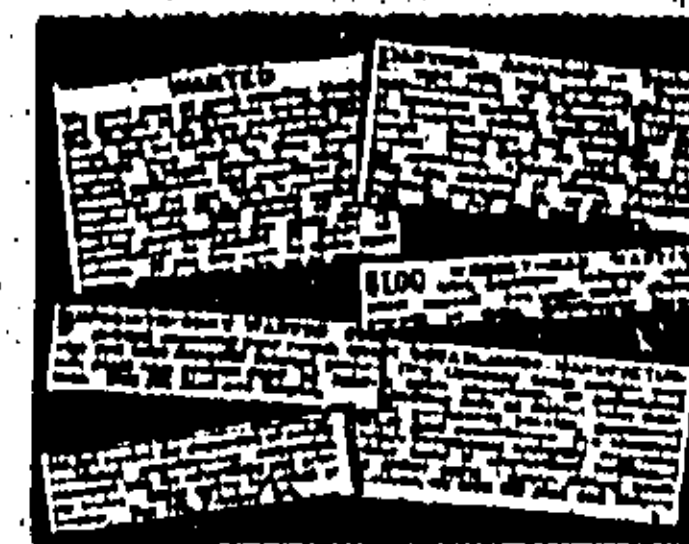
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A NEW IDEA.



A new idea from Paris—the jumper showing beneath the costume coat.

EVENING GOWNS.

BLACK BECOMES MAID AND MATRON.

Black evening dresses cast pleasing shadows on winter modes this year.

One can get such diversified results from black by changing the material from crisp tulle to clinging satin, from filmy lace to velvet.

Black, moreover, is utterly adaptable. It enhances a young matron's charm, it adds to the dignity of an elderly woman. Some women cannot wear it. But the proportion is small.

It Never Wearies.

For black has that enviable quality of never wearying those who see it. A woman may wear a smart black lace gown again and again and receive nothing but genuine compliments about it.

The materials this season lend infinite change to black. There are cowl-necked laces, rich, heavy laces, chiffons, tulle, satins, taffetas and transparent velvets. Black comes shot with gold, silver, bronze or colour.

How to Choose.

The choice of material is entirely a matter of what sort of gown is to be fashioned.

Line is all-important, after the material is chosen. A youthful model is one fashioned of fluffy, tiered net skirt with irregular hem and a surplus bodice of gold-flecked net. For the more mature figure, one of the draped-forward-front velvets gives grace and slenderizing effect.

Satin is an unusually popular media for black evening gowns this season, because of its adaptability. A square yoked model with full, puffed skirt smocked for a wide low waistline has two narrow tailored belts over the smocking, just the width of the shoulder straps and, like the shoulder straps, has tiny jewelled flowers for trimming, instead of buckles.

Velvet? Then Simple!

For velvets, the simpler the better. One gown of black velvet shown to-day, achieves distinction by almost tailored lines, straight and slenderizing, with a curcular skirt jabot inserted at one side and hanging below the hem.

Its trimming gets inspiration from this flying age, for it has two wings worked out elaborately in rhinestones and strass design, with the same trimming designating the belt line. It has a charming neck, a wide U, with the rear slightly lower than the front.

Rippling Ruffles.

Shown also to-day is a charming dance frock from Paris. Black tulle fashions it, with a dozen or so tiny ruffles rippling to uneven length on a very full skirt. The slip under this effectively lightens the frock by leaving the shoulders bare of straps and ending its hem just below the knee. This drop effect of tulle, net and lace skirts heightens tremendously their diaphanous daintiness.

A corsage of pastel coloured flowers and brocaded slippers give colour to this costume though often a black gown calls for black foot-gear.

IN PARLIAMENT.

WOMEN WHO SEEK SEATS.

There is every prospect that more women will try for a seat in Parliament at the next General Election than was the case three years ago. Then there were 41 candidates, including 6 Liberals, 12 Labour and 23 Conservatives. Already the candidatures of 38 have been endorsed by the respective headquarters of the parties concerned. Liberals (whose arrangements are not yet complete), 6, Labour 23, Conservative 9.

Mrs. Corbett Ashby, the president of the Women's National Liberal Federation, has been adopted, and other Liberal names mentioned are Mrs. Wintlingham, Mrs. Walter Runciman, Miss Megan Lloyd George (who will stand probably for a Welsh constituency), and Lady Emmott.

The woman M.P.'s are likely to stand again for their constituencies. Mrs. Pankhurst, the veteran leader for woman's suffrage, is "nursing" the Whitechapel and St. George's division of Stepney in the Conservative interest.

Labour woman candidates include Lady Cynthia Mosley for Stoke-on-Trent, Lady Clare, Annesley, an aunt of Earl Annesley, for Bristol West, and Miss Jessie Stephen, once a domestic servant, for South Portsmouth.

THIS WEEK'S RECIPE.

AN UNUSUAL SALAD.

Choose six to eight red apples, wipe well, core and then remove as much of the pulp as possible without damaging the apples. Cut the pulp into small pieces and mix it with two chopped bananas, 2oz. of preserved cherries, cut in pieces, ¼lb. of chopped preserved ginger, and ¼lb. of chopped peanuts. Mix with the juice of a lemon and sufficient mayonnaise to moisten the ingredients, and fill into the apples. Arrange on lettuce leaves and garnish with watercress.

A Red Bag.

If you want to be really smart, buy a red bag, pleated on to a particularly large frame, and monogrammed, and always carry this when dressed in black. A hostess superintending her At Home the other afternoon used such a scheme with the most becoming of effects. Her frock and large hat were black and she wore pearls, and diamond brooches, her bag being the only note of colour in a striking scheme.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, Dec. 22.

One of the latest fashions is to have the jumper showing beneath the costume coat, in accordance with the illustration. It is, in fact, the very newest *chic* idea from Paris, and if everyone managed to look like our model, there would be no complaints; but imagine the possibilities of all kinds of jumpers showing below all kinds of coats. Madame adds to her note on the subject the comment: "The Parisian dressmaker is evidently tired of the neatness of our tailormades and has created the unfidy variation. A scarlet jumper with a black suit would be very effective."

Vanity Street.

The other picture represents a Anne coloured silk and lace frock. You will see that it is quite simple and suitable for a dance or dinner, while at the same time it manages to introduce the popular dip at the sides and back, without transforming the gown actually into one of the "picture" type, so fashionable for really important affairs. The model consists, as you can see, of an accoridian-pleated skirt under the top one of silk and lace; while the bodice is a mixture of the two fabrics. Very much more simple, on the whole, than it looks.

Is That So?

This week we have a picture of the two daughters of the Queen of Spain, one of whom, as you will see, is very much like her mother. Those who have been privileged to meet Her Spanish Majesty during her recent informal visit—when she was accompanied by the Infantes—remark that she is getting very lovely in her mature beauty; and of course she has a remarkable flair for dress—a comparatively unusual thing for royal ladies, most of whom conform to a special regal and plain mode. The Queen of Spain is regal, but she is also fashionable in the Parisian sense: an irresistible combination.

I have been reading some very interesting details of a princess

who was a contemporary of the Queen of Spain—the late Princess Margaret of Connaught, who married the Crown Prince of Sweden, and whose untimely death was such a tragedy. Princess Margaret was a close friend of Clare Sheridan (the sculptress-writer-traveller, whose book "Nuda Veritas"—Thornton Butterworth—I told you about last week) and the author gives some interesting sidelights on her charming, unspoiled and democratic character. "Tell everyone we are in love" Princess Margaret wrote to Clare Sheridan, when her engagement to the Prince was announced. "Ours is not a marriage arrangement," and when she was one of an informal party which just missed a little train on a mountain railway, she said "Damn" like the



next woman. Incidentally Clare Sheridan regards the Princess as the nearest approach to a saint we are likely to get in the way of comparatively modern womanhood, and all the parts of the book dealing with her are delightfully interesting without being fulsome. Clare Sheridan, as you may, or may not, know, is a cousin of Winston Churchill the politician and Shane Leslie the author; three American sisters having produced three brilliant children.

Lady Iveagh, I notice, made her maiden speech in the course of the historic Prayer Book debate in the House of Commons last week. While it is noteworthy that she

made her debut on such a memorable occasion, naturally far less importance attached to the event than would otherwise have been the case, because her speech was merely a drop in the ocean of so much oratory on so vital a matter. In a way it was quite the least embarrassing opening she could have selected for herself.

The Street of Adventure.

If you have anything left for yourself out of that "tenner" which was given you for Christmas to buy a present for yourself let me recommend a few novels. I have just finished reading one called "Wheel Darinnes" by H. D. Lowry and G. A. Dawson-Scott. (Hutchinson) which should not be missed. It was started by the first mentioned author, I believe, and finished by the second after Mrs. Lowry's death and it deals with life in a Cornish tin-mining village. I am not going to suggest that it is a cheerful book; quite the reverse in fact. But one realises instinctively that it is written with a complete knowledge of the subject and conditions. Running through the story is a zealous Methodist minister who is almost a fanatic, and you may be sure that he doesn't do much to cheer things up. Nevertheless, if you are interested in the question of the miners—read it. You won't forget it afterwards. Then, if you like reading about the struggles of someone in love—a man, this time—to overcome what he believes to be a dishonourable passion, studded with plenty of drama and, what is technically known as "situations," there is "Grist" by Edwin Carille Liseay. The latest novel from Eden Phillpotts is "The Ring Fence," and if you are a lover of Phillpotts I need do no more than tell you this. If, on the other hand, you don't get on with the "Dorsetshire" style, there is nothing more to say on the subject.

And, by the way, if you aspire to write either serial stories or for the cinema, Hutchinsons have issued two books—"How to Write Serial Fiction" and "How to Write for the Cinema."

USE OF PHRASES.

SOMETHING TO REMEMBER IN SPEECH.

If you are not watchful, the persistent use of phrases will not only creep into almost every conversation—several times, in fact—but these phrases will influence the reaction of the mind.

Habit is a sympathetic thing, as we all know, sometimes too well, and it is astonishing how the mind will just do whatever we have trained it to do. It is the way with those irritating phrases to which we are, most of us, anyway, subject.

Doesn't it annoy you to be ever listening to some one, innocently enough, using that phrase—"The point is this?" Now it is useful in many sentences. It has its places and its meaning, but when we use it at the beginning, in the middle, and at the end of a sentence, it loses all its value, and stamps us as of the genus parrot. The trouble is that the spontaneous use of a futile phrase chokes the mind. It keeps out the expression of another and more pertinent thought. It has answered to our training. And that is the serious danger.

In due time, if we give way to it, we shall not so quickly respond to initiative, and our mind will slip back a pace or two.

Apart from all this, it is very irritating to listen to a chorus of—"How feeble," "Awfully funny," "Right O," "Frightfully keen," "D'you see," "I mean to say," and the like.

Frankly, those who so habitually use these phrases are often inclined to shallowness of thinking. If it is not always so, the constant repetition will tend to make them so.

Don't let us pander to anything that makes us less useful.—G. H. Grubb.

LONDON GOSSIP.

(BY JOAN.)

London, Dec. 23.
Princess Mary followed the example of many society women and began collecting flower pictures a few years ago. She now has a very good collection, including old-fashioned water colours and modern flower paintings.

Lady Elphinstone, the Duchess of York's sister, is another society woman who collects these pictures.

Furs for Men.

The Prince of Wales's winter overcoat, with its collar of Persian lamb, has had few imitators among the young men. On the other hand, the frosty weather has brought forth many fur-trimmed coats by the older men.

In some cases the mink has turned amber through age, and ancient frogs are the fasteners instead of buttons. Fur coats in England are useful on few occasions, and doctors advise against their wear.

Author of "Dusty Answer."

I lunched yesterday with pretty Rosamond Lehmann, the author of the year's most striking success, "Dusty Answer."

She has just got back from America, where she has been staying for a month or two.

I asked what it felt like to become a best seller before one has reached the middle twenties. But she takes her success very quietly. Or perhaps it is her very soft voice that makes her seem less excited than a more voluble person would be.

With her dark, wavy hair and vivacious expression, she is quite one of our most attractive authoresses, and she always wears delightful clothes.

"Captain Hook of 1927."

Every year Mr. William Luff has appeared as one of the pirates in "Peter Pan," and now, by one of those sudden turns of theatrical fortune, this charming actor finds himself as chief of the wicked band.

Mr. Luff has replaced Mr. Henry Ainley as Peter's arch enemy, and all his colleagues are pleased with his promotion.

A Film Charles II.

When Stuart Blackton raised Lady Diana Cooper to the rank of film star six years ago Mr. Luff played Charles II. in the story of the restoration.

But the picture cut little cinematographic ice at the time. Also in the aristocratic dilettante cast was the Hon. Lois Sturt, Mr. Morgan's fiancée.

A Famous Music Teacher.

Few music teachers have had a greater number of famous pupils than Miss Mathilde Verne, who has been very ill, but whose condition, I am glad to hear, has considerably improved.

Nobody was more sorry to hear of Miss Verne's illness than the Duchess of York, who has a very deep regard for her former music mistress.

Early Lessons.

When ever such a little girl the Duchess began having lessons at the Verne school, and contemporary pupils recall how a very miniature Lady Elizabeth Bowes Lyon sat on a music stool to play a pianoforte solo at pupils' concert.

The Duchess continued having music lessons, until a short time before her marriage, and has kept in touch with Miss Verne ever since.

Vanity.

This intense curiosity about our personalities and habits is going rather far! I heard the other day of a woman who decided that she would be filmed in order to see whether she had any particular tricks of posture or nervous gesture. So she hired a man with a cine-camera to follow her about everywhere for a week and "shoot" her—at meals, at lunches, walking, riding, and what not. It cost her a lot of money, and when she saw the result—she had the film destroyed!

The Peacock Line.

The peacock line, which is picturesque, without the disadvantages of the all-round long skirt, has been much in evidence lately. About half the frocks made for the mannequin ball procession were more or less

LACEY & DAINTY.



A flame coloured silk and lace frock, introducing the fashionable dip at the sides and back.

peacock types, whatever their material. Ring velvet has claims to popularity, though: tulle hems or lace seem to have a sort of magnetic attraction for the sharp little heels of other women's dance shoes.

The White Lock.

What a lot of women in society to-day are cultivating one white lock of hair, springing from their forehead. Lady Bearsted has one which is very conspicuous and becoming on her thick brown hair. I don't, however, quite like the obviously false streaks of white which some quite young girls are pinning into their hair!

A DANCE GOWN.



Of crystal-embroidered black chiffon is this model.

CHICLY TYPICAL OF THE EBON VOGUE.



A simple black velvet of "almost tailored lines" (left) has flying for the motif of its rhinestone and strass trimming—a giraffe ending in a starred pair of wings. Below is a black tulle dance frock from Paris, the corsage of pastel flowers.

J. DISRAELI (DIZZY) DUGAN

SINCE SAUL'S OLD MAN WON'T LET ME IN THEIR HOUSE I'LL MAKE UP LIKE SANTA CLAUS, AND OUTSMART HIM.



TEE-HEE... HER OLD GENT WILL NEVER KNOW ME!



MERRY CHRISTMAS, FOLKS!



SO?!



HAPPY NEW YEAR!



SALESMAN SAM

WELL, TH' CHRISTMAS RUSH IS OVER AT TH' STORE AN' THERE'S NOTHIN' FOR ME TA DO BUT HIT TH' HAY!



MERRY CHRISTMAS!

SAME TA YOU!

GOSH, I WISH I WAS MARRIED AN' WAS GOIN' HOME TA DRESS UP LIKE SANDY CLAUS FOR TH' KIDS!



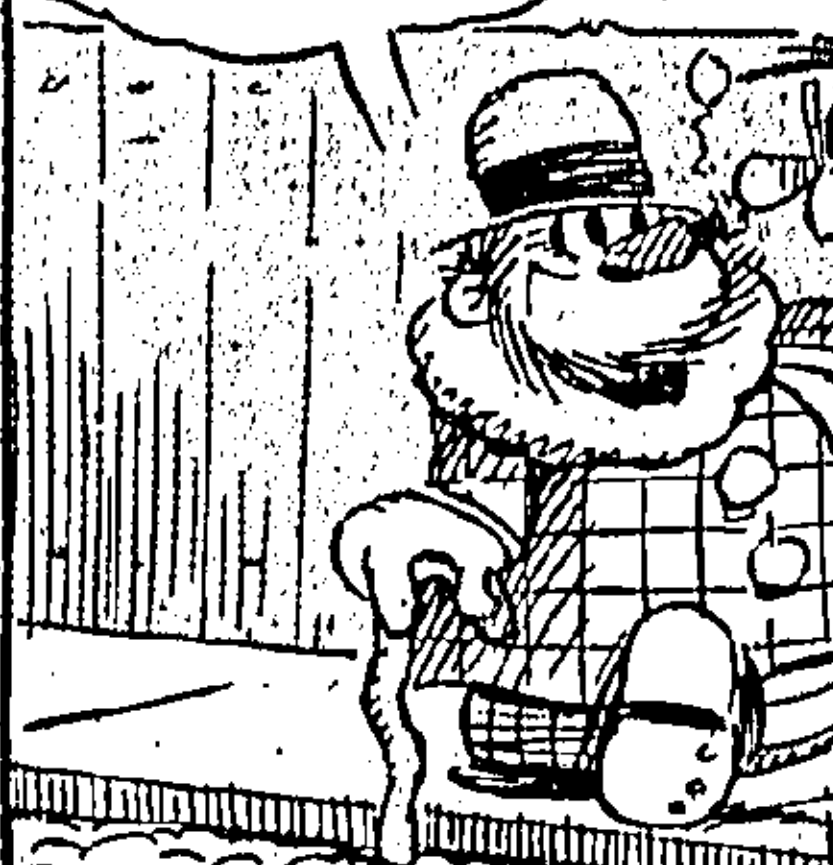
BUT INSTEAD O' THAT I GOTTA GO TO A 'DREARY OL' BOARDIN' HOUSE ROOM!



MIGOSH, THAT'S SAM! WHAT'N HECK'S TH' MATTER WITH HIM?

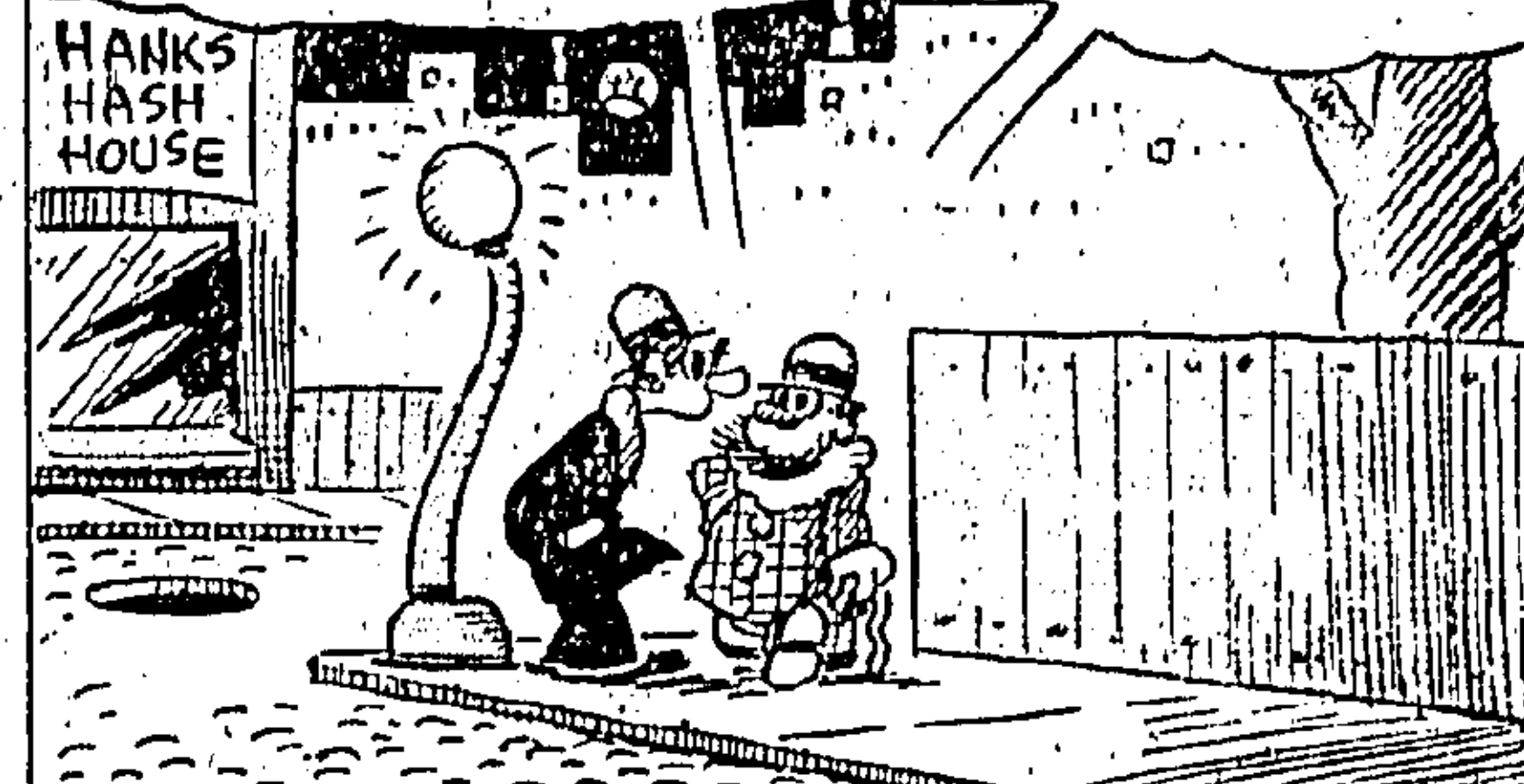


I FORGOT TA ASK YA, SAM - C'MON OVER T' MY HOUSE AN' STAY ALL NIGHT!



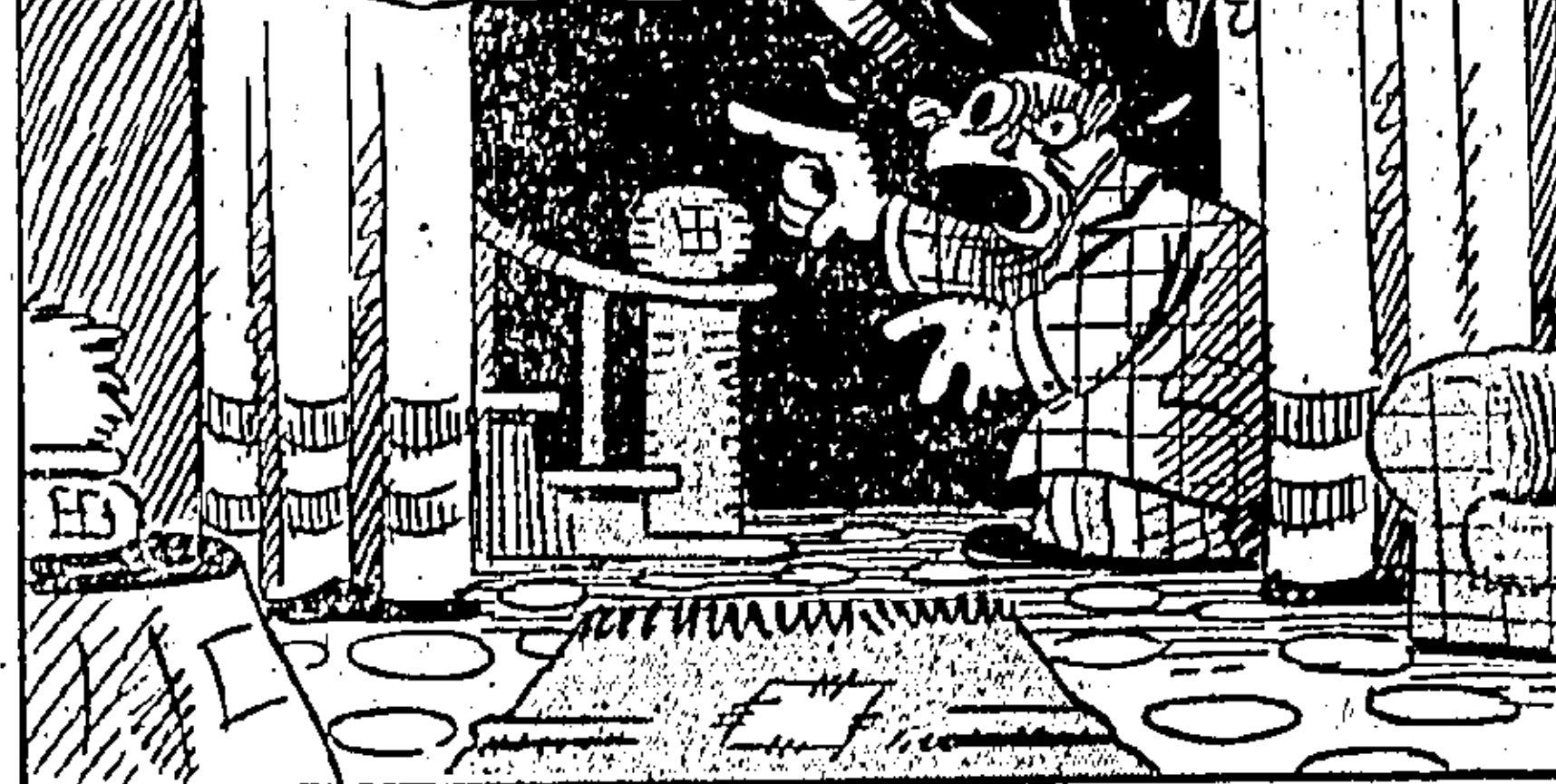
OH, BOY! I THOUGHT I WAS GONNA HAVE A BLUE CHRISTMAS 'STEAD OF A GREEN ONE!

YEH, AN' MAYBE MRS. GUZZLEM WILL GIVE US A PAIR OF HER STOCKIN'S TA HANG UP - JUST LIKE WE DID WHEN WE WERE KIDS!

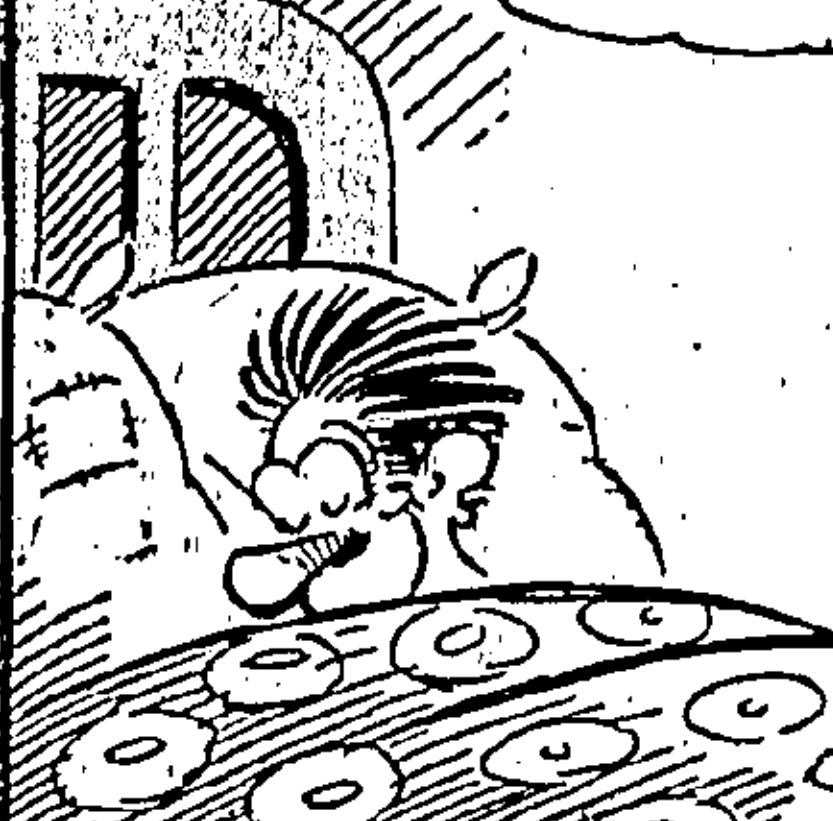


SURE! SHE'S A GOOD SPORT!

GET IN BED, SAM, AN' I'LL ASK TH' WIFE FOR TH' STOCKIN'S AN' NAIL 'EM UP ON TH' FIRE-PLACE - SEE YA LATER!

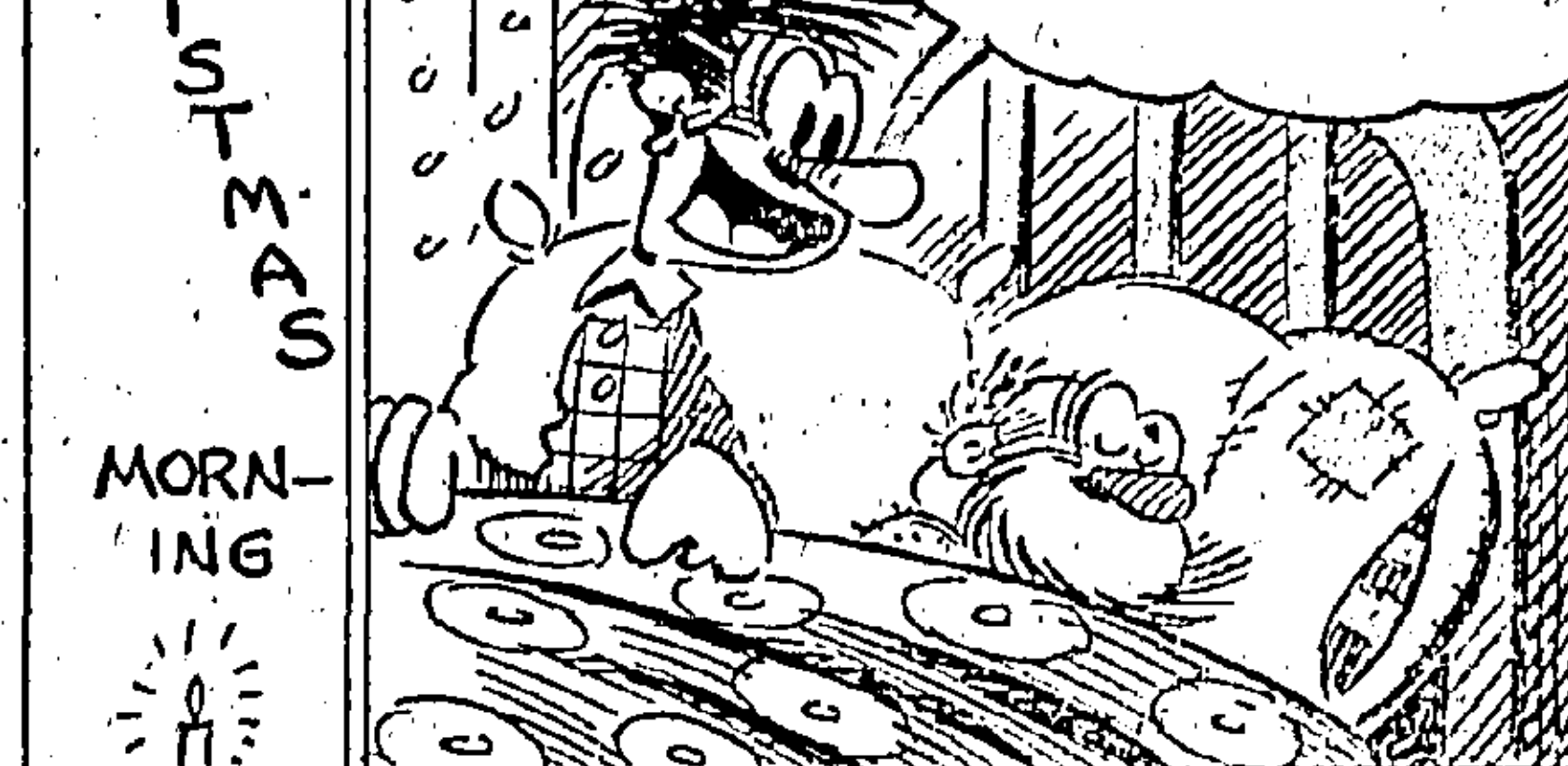


WELL, SAM'S GONE! ALL WE GOTTA DO NOW IS WAIT TA SEE WHAT OL' BOY NICK PUTS IN OUR STOCKIN'S!

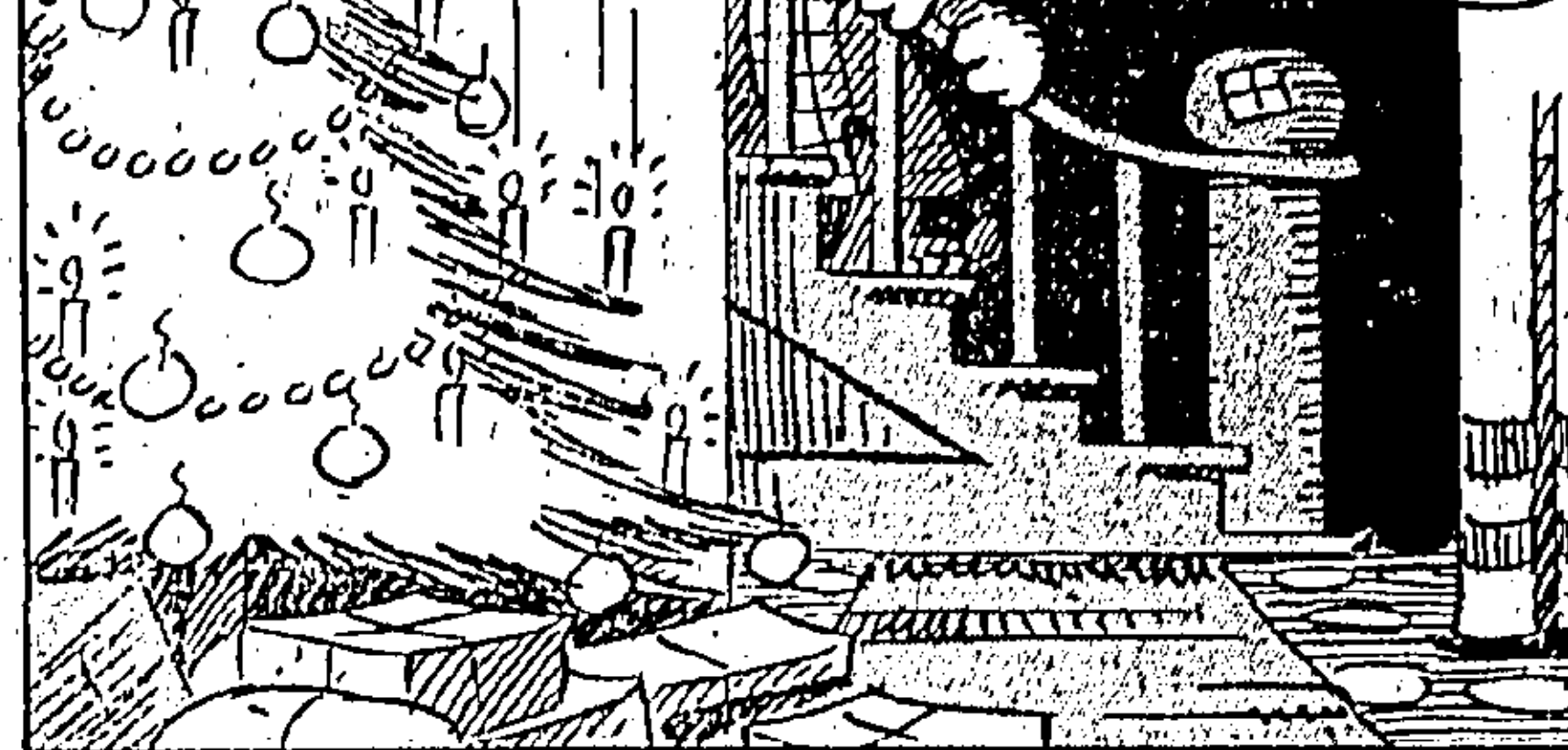


CHRISTMAS MORNING

HEY, GUZZ! MERRY CHRISTMAS! C'MON LET'S GET A SLANT AT OUR STOCKIN'S!



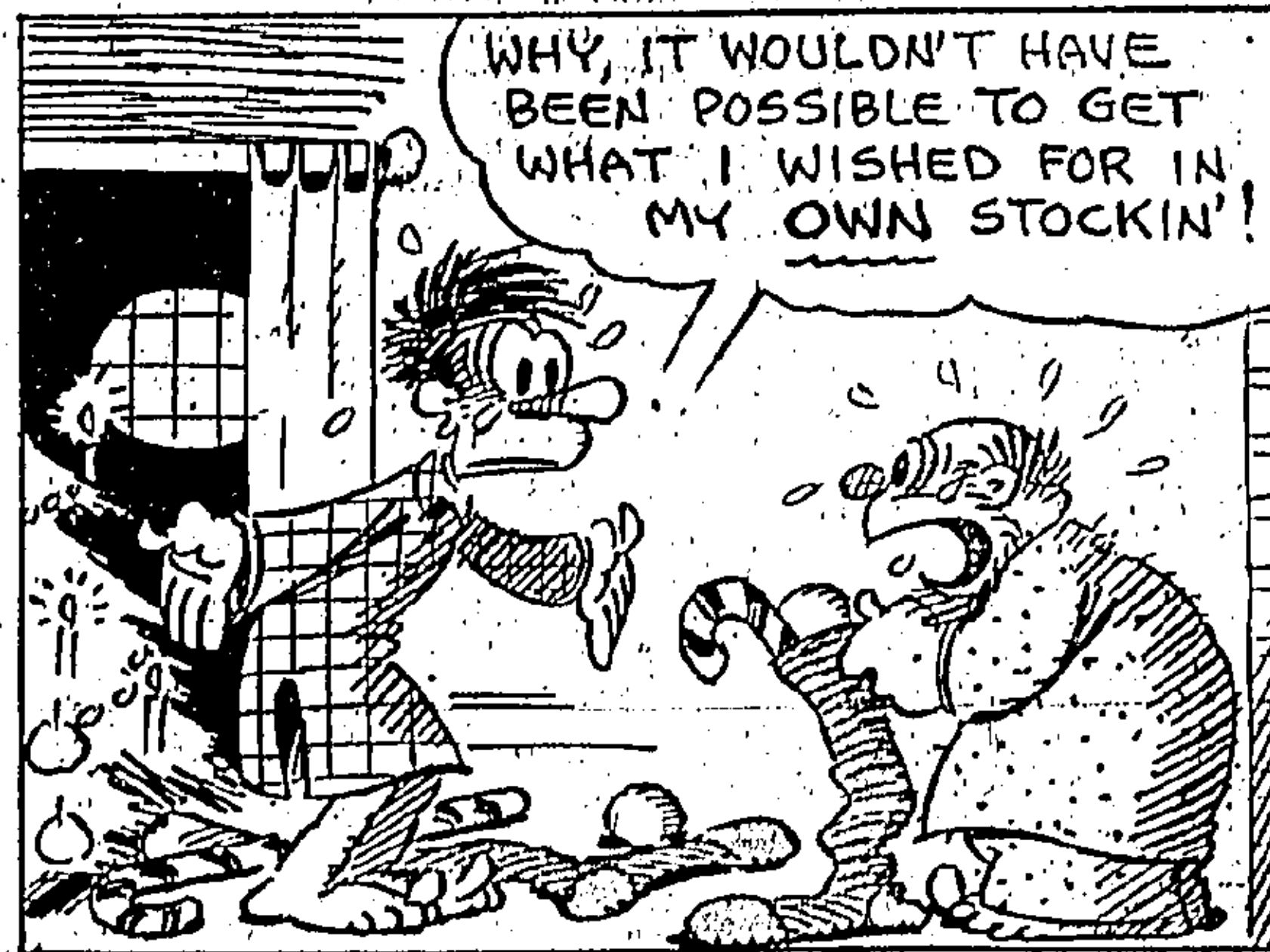
HE'S BEEN HERE, GUZZ! TH' TREES TRIMMED!



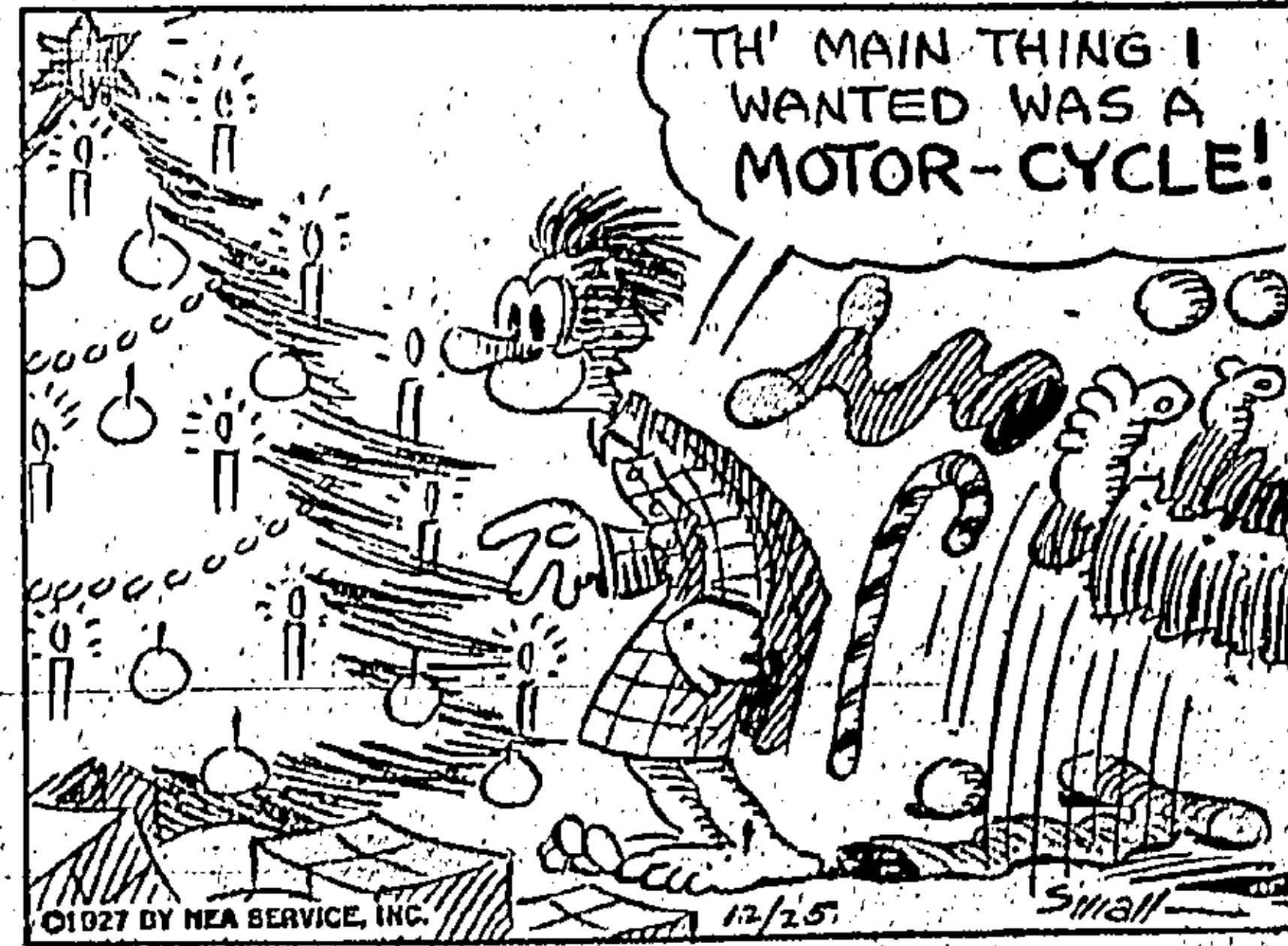
AH, THERE'S A CANDY CANE, AN' AN ORANGE, AN' A - BUT JUST WHAT I WAS LOOKIN' FOR! DIDN'T GET!



THAT'S WHAT YA GET FOR USIN' TH' WIFE'S STOCKIN'! WHY DIDN'T YA USE YOUR OWN?



WHY, IT WOULDN'T HAVE BEEN POSSIBLE TO GET WHAT I WISHED FOR IN MY OWN STOCKIN'!



TH' MAIN THING I WANTED WAS A MOTOR-CYCLE!

WHITEWAYS FOR STANDARD VALUES

OUR NEW SERIAL

THE VANISHING VENGEANCE

By DOUGLAS NEWTON.

Author of "Double Crossed," "Low Ceilings," "Green Ladies," &c.

CHAPTER IV.

Joyce was puzzled and horror-struck by this. She felt that there was something mysterious and even sinister about a business as distressing and horrible enough in any case. And, curiously enough, she felt that this ugly mysteriousness came not through the name might-eyed stranger whose name might be Otto Rigg, or might not be Martin Stannard, but from her employer, Otto Rigg, and his friend, Hugo Shanly.

Joyce had never liked the cold, massive man who "employed her," but now a thrill of distinct fear and repugnance swayed her. She did not know whether this was because Otto Rigg was wicked, or because he was so terribly strong. She was afraid of him, whether he was actuated by good or evil. She knew that in either case he would be ruthless.

She looked up to find that his cold eyes were on her, and that Hugo Shanly, who had rejoined him after the doctor had left, was also staring at her, his weasel features twitching. They had been talking about her.

Otto stared at her for a full cold minute, then turned, deliberately from her, and said to Hugo: "You'll look into poor Seward's papers, Hugo. I don't think the police will object to that, as you are an executor. Also, you may find something that may help them materially. I will be at my own house in about an hour, if you should want me. Come, Joyce."

He showed Joyce into the tenebrous of the car, instead of letting her go to the front seat, and he gave quiet directions to the chauffeur. They had driven for some minutes along the beautiful, leafy lanes of Greenhayle before he spoke. When he did his voice was cold, but his remark was startling.

"You are asking yourself, are you not, Joyce, why I fooled the little doctor just now?"

"The attack was so bold that Joyce could only gasp. He went on smoothly: "It is a fact that I fooled the doctor," he said, evenly. "But not about the suicide. Poor Seward undoubtedly committed suicide—there is no shadow of doubt about that—but I did not try to cover up a murder. Murder was not done."

"I feel sure of that," said Joyce, quickly, thinking of the grey-eyed man, and there was a note in his voice that made Otto Rigg's greyish face suddenly stiffen with a hard alertness—as she would have noticed if she had been looking at him.

Whatever he felt, Otto Rigg did not show it in his voice; he was still ingratiating, flattering even. "Oh, you were able to see that," he said. "But, then, you are not emotional like Hugo. No, murder was not done, not the act of murder. But, as you guess, there is more behind this than the simple suicide I tried to impress on the mind of the doctor. There is that in it which is tantamount to murder—hence Hugo's outcry."

"Murder, yet not murder—how can that be?" she said through dry lips.

"Murder that the law won't call murder. Seward Gamlin was threatened, frightened into killing himself."

That she thought was true. Otto Rigg himself had been frightened when he read that Martin Stannard was here; Hugo terribly frightened. Yet even as she agreed to this in her mind, she was also telling herself that the stranger, if he were Martin Stannard, did not look cruel, brutal. She said, "How can that have been?"

"That is what I want to hide, even from you," said Otto Rigg, emotionlessly. "There are some things in all our lives which are better hidden. That was the case with poor Seward. We thought it was buried—long ago; but now, if we are not careful, it will all be raked up again. We want to prevent that."

Joyce did not speak, and Otto Rigg went on evenly.

"If the police go too deeply into this they will unearth things which will blacken poor Seward Gamlin's memory, and cause unnecessary pain to others. That is always the way in these things, people who ought not to suffer are made to suffer—all to no good. That's the point. I would, not willingly, but as my duty, tell all that is to be told if I thought it would help the cause of justice. But it won't. The verdict would still be suicide—even if the police were told all."

"But the man who frightened Mr. Gamlin—to, tell would bring him to justice, wouldn't it?" cried Joyce, impetuously, for the moment carried away by the tragedy of Seward Gamlin.

"The man!" said Otto Rigg, and he swung round and fixed her with his cold eye, and Joyce realised

that in spite of his flattering manner he had been waiting for just such a slip—to find how much she had gathered. "Why do you say 'the man,' Joyce?"

"Because," Hugo Shanly talked about a man," she answered, with well-acted surprise. "He said, 'He's here. He's come back.'"

"He," said Otto, quickly. "Who?"

But Joyce was alert by now. She stared her surprise. "I don't know—I didn't hear him say a name."

"You are sharper even than I realise, Joyce," he said, with a little, chilly purr. "There is very little that you miss. Well, you are right, and I will tell you, in confidence, mind you, and because I feel it is due to you, why I—adopt a not strictly legal attitude. There is a man. This man felt that he had reason for the bitterest enmity against Seward Gamlin. I am not judging him—or Seward. Something happened between them years ago. The man felt he was wronged, terribly wronged."

"Through a woman?" whispered Joyce, looking ahead, but her wit fully alert, and her tone deliberately severe. She, too, could play Otto Rigg's game.

"Yes, a woman," he answered. "You'll understand how I can't go into details—with you. But this—this other man—I don't think he was any better than Seward, but he adopted the most terrible attitude, Seward to ruin. It is a very ugly story. Ugly now it has come to an end, but you see, my dear, why it is best hushed up."

"For the sake of the woman," said Joyce, sympathetically.

"Yes, poor creature, and for others more sinned against than sinning."

He said it unctuously, sadly—and Joyce knew that there was a woman. She did not believe the story at all. She did not believe they wanted this hushed up for Seward Gamlin's sake, but for their own. She knew it was not Gamlin alone who feared this man Martin Stannard, whose name Otto would not mention. Otto and Hugo feared him too.

She did not believe at all that the stranger with the level grey eyes had ever been mixed up in a low and unpleasant scandal connected with a woman. He was absolutely not that type.

Otto Rigg had been trying to fool her as he had fooled the doctor. He had tried to blind her to the inner meaning behind the suicide of Seward Gamlin, just as he had blinded the doctor to the fact that there was an inner meaning.

What that inner meaning was Joyce could not, of course, know, but she soon saw that it was very powerfully connected with the man Martin Stannard.

They drove to the furtive agent, Storch, who, after a talk with Otto, a rather cringing talk, came down the path of his front garden, protesting. Joyce heard him say with a snarl: "Paper or no paper, he's not here, an' he hasn't been here. I tell you that's the truth. I've been through Greenhayle again with a fine comb. There's no hint of him."

Otto said something. Storch snarled: "Hide—where could he hide, Mr. Rigg, sir? I know every house in the place—an' the villages around." He suddenly grew thoughtful. "That is, every house 'cept one."

"And that?" came Otto's voice distinctly, and at Storch's retort Joyce chilled.

"The Dark House, on the Common, sir."

It was near the Dark House, the lonely house on the Common, that Joyce had seen the stranger. Otto grunted "Ah," and the agent went on:

"Not that we'll find anything there. A widow lady named Soudes lives there alone. But I'll take a look at it."

Otto again said something, at which Storch protested, "Well, I'd a seen him coming and going, wouldn't I, if he was there? But I ain't seen as much as a 'int. It's my belief that Mr. Gamlin had a delusion."

They drove on again, Otto Rigg deep in thought, Joyce looking about her alertly for a sign of the stranger she had seen last night. She wanted to see him. She wanted to prove that he was not Martin Stannard, in fact, for she saw that Martin Stannard was mixed up with ugly things that Martin Stannard was a name to strike fear into certain breasts.

It struck fear into another of the "Old Consolidateds," Henry Maker, on whom they called after finding that the last of the group, James Fedden, was in London.

Joyce felt it must be this when she saw the fat, rather sly, and over-jovial man come out to the car,

his red face extraordinarily pallid, and his joviality vanished into a quivering sort of anxiety. He talked frantically to the impassive Otto Rigg—seemed to be imploring his help. And he came willy-nilly into the car, although his pompous wife leading that they were going that very day to visit one of the notabilities of the county for a few days.

Joyce, again in the front seat of the car beside the chauffeur, saw reflected in the windshield the fat Henry's hands waving in agony, and she heard scraps of his rather high-voiced talk:

"It was all about the mysterious Martin Stannard. There could be no doubt of that. He was insisting that 'He' must be found. That 'He' must be dealt with. And there could be no other 'He' save he who had visited Seward Gamlin and caused him to commit suicide, he whose mere name had so frightened Hugo Shanly and Otto Rigg—Martin Stannard?"

Who was this Martin Stannard? What could be the secret of his threat? How could he be here and yet nobody set eyes on him? Was he the grey-eyed stranger she had seen last night—had never before? There was no getting away from these questions, nor answering them. She heard no more from Otto Rigg and his companion, for they shut her out of Otto's study.

And then the question itself was lost sight of in the explosion caused by another bomb that shook the "Old Consolidateds." It was the last of the group, James Fedden, who threw it.

He came hurrying up in his car as Hugo Shanly, just come from Gamlin's house, was alighting from his. He was anxious and excited, for he shouted to Hugo before his car had stopped. His emotion, communicated itself to Hugo, who waited writhing and dancing on the porch, and Joyce, who was in the garden, watched both men.

Fedden leaped out of the car, shouting, "Have you seen this? Have you seen this?" He snatched a bundle of papers from under his arm, pulling out one, spilling several. He thrust the paper into Hugo's hand.

And Hugo read, and danced more frantically than ever, and cried out: "Good God! It's impossible. It's absurd. He couldn't have done it. It's a lie. 'I've got the facts.'"

"It can't be true. . . . Some mistake." "No mistake," snapped Fedden. "I tell you it's a fact. I thought, as you do, I went straight to the trustee's office, and it's true. Gamlin sent it last night."

"Last night!" Hugo almost yelled. "Last night! But he couldn't possibly have sent it last night!"

"But he did. I saw the letter in his own handwriting. Because I swore it was a fraud they showed me the letter. He wrote it yesterday and posted it last night—last post out from Greenhayle. I've seen it with my own eyes."

"Posted it last night," cried Hugo. "But I know for an absolute fact he didn't write or post a letter yesterday. Not a single letter!"

The two men stared at each other for a moment, then Hugo caught Fedden's arm and dragged him into the house, to Otto Rigg.

Joyce went to the porch and picked up the papers Fedden had dropped. All the papers were open at the same place, a place where big headlines clamoured from the page. These headlines read:

EX-DIRECTOR OF CONSOLIDATED'S GREAT GIFT. £80,000 FOR SUPERHEROES IN HISTORIC SMASH.

The letterpress told briefly how the Public Trustee had received the princely sum of £80,000 to benefit the Consolidated Exploitations. Mr. Seward Gamlin, one of the directors of the company, had sent this money. It quoted his generous letter, a short one, saying that he had always felt that he wanted to do something for those who had suffered, and now he felt the time was ripe.

That letter had been sent yesterday, and received by the Public Trustee that morning.

Who had posted it? The man who had caused Seward Gamlin to take his own life?

(To be continued.)

Major-General Sir John Duncan and Gen. Chang Ting-fan, Mayor of Greater Shanghai, exchanged autographed portraits before the former left for home.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

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EMPERESS OF RUSSIA	Mar. 7	Mar. 10	Mar. 13	Mar. 16	Mar. 25
EMPERESS OF ASIA	Mar. 23	Mar. 31	Apr. 3	Apr. 6	Apr. 15
EMPERESS OF CANADA	Apr. 18	Apr. 21	Apr. 24	Apr. 27	May 6
EMPERESS OF RUSSIA	May 9	May 12	May 15	May 18	May 27
EMPERESS OF ASIA	May 30	June 2	June 5	June 8	June 17
EMPERESS OF CANADA	Jun. 20	Jun. 23	Jun. 26	Jun. 29	July 8
EMPERESS OF RUSSIA	July 11	July 14	July 17	July 20	July 29

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Motor Vessel "GLENGARRY" (Via Oran) ...	2nd May.

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Motor Vessel "GLENAPP" ...	8th Feb.
Motor Vessel "GLENLUCE" ...	28th Feb.
Steamship "CARMARTHENSHIRE" ...	5th Mar.
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S.S. "CITY OF ADELAIDE" ...	via Suez Canal	23rd Mar.
S.S. "RHESUS" ...	via Suez Canal	6th Apr.
S.S. "CITY OF DUNKIRK" ...	via Suez Canal	20th Apr.

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M.V. "CEYLON" ... 5th February
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CURING THE OPIUM HABIT.

DIFFICULTIES OVERCOME BY GERMAN SCIENTIST.

[By Hubert Kahle, M.D.]

To the many detrimental results of the war must be counted the shocking increase in opiumism, the number of those now suffering from this terrible malady being computed at 10 millions.

It makes no great difference whether a person smokes opium, chews it or drinks it, or whether he injects subcutaneously its main component morphium, or whether he takes one of the derivative preparations manufactured from any one of its 20 other components, such as heroin or the well-known cough sedative, codeine. The many euphemistically named preparations do more harm than the original opium itself, inasmuch as people are not aware that all these substances resemble each other in their effects, above all, that they easily give rise to habits from which those who once give way to them can never free themselves—habits which slowly but surely lead to physical and mental ruin.

Opiumism creates a craving far more potent than hunger or thirst. A strong-willed man may kill himself by a hunger strike; but a morphinist never succeeds, of his own effort, in freeing himself from the coils of opium.

Opium is the only substance in nature which removes intense pain. Hence, no absolute prohibition of opium is feasible. However, the abuse of the opiates is now being vigorously combated by the League of Nations and various civilized governments.

In a former publication, I called attention to the fact that patients habituated to only the hundredth part of the doses taken by others showed the same symptoms when the drug was withheld (abstinent symptoms). Since then I have met with two patients, one of whom took only a 400th of the daily dose of the other, and yet it was no easier to wean him of the drug.

Structure of Nervous System.

The explanation lies in the structure of the nervous system. Like everything else in nature, the human body is subject to the principle of antipolarism. Each organ, such as the heart, the intestines, the bladder and every gland, is regulated in its action by two nerves, one lying in or near it and the other proceeding from the brain. If one is excited, the function of the organ is retarded; if the other is excited, its function is accelerated. In normal health, the two systems exactly counterbalance each other and preserve the proper equilibrium; with morphinists they do not. All unknown to himself, the patient restores the equilibrium by artificial means; what amount of the narcotic drug is requisite for the purpose depends upon the constitution of the patient. Consequently, whether 0.02 gr. of morphium have been taken daily or, as I once saw, 8 grams, the disturbance occurring in the ner-

COMPANY RESULT.

HONGKONG ELECTRIC'S NEW ISSUE.

At the general meeting to be held on March 16 next, the Directors of the Hongkong Electric Company, Ltd., will (subject to audit) propose a dividend of \$2.50 per share for 1927 and the issue as a bonus of 150,000 fully paid shares on July 1, 1928, in the proportion of one share to every two held in the Company. The new issue of shares will rank for dividend as from the date of issue.

vous system when the drug is withheld is just the same.

The recognition of these facts determined the nature of the treatment. First, it was necessary to find a remedy which, on the patient's being deprived of the drug, should restore artificially for several days the equilibrium of the two nervous systems. Secondly, it was necessary to place the patient in a somnolent condition so that he might remain unconscious of the slight abstinent symptoms not fully eliminated. Both these objects were successfully accomplished.

Essential Points.

Only the essential points of the method can be discussed here. In the first place, the patient is given a sleeping draft which induces sleep for about 18 hours. The choice of the draft is anything but a matter of indifference; it must be remembered that, even in the earliest hours of the sleep, the absence of morphium causes turbulence in the body—a condition which finds chemical expression in the antithesis between acids and bases, as well as between potash and calcium.

During the patient's sleep, I inject under the skin a compound of the chemical group of substances known to excite the nerve proceeding from the brain. This counteracts the excitement produced in the *nervus sympathicus* by the absence of morphium. A compound of substances had to be found which, though harmless, produced a maximum of effect. The injection must be repeated several times during the sleep.

The process is so exact that, in the most various cases, it is possible to determine, watch in hand, the position of the cure. At the close of the 110th hour the liberation of the patient from his malady is complete. He must then rise; and all the rest is a question only of hours and days. The patient now declines morphium even if offered to him.

On the tenth day, intense hunger is felt. From now onwards, recovery proceeds with increasing rapidity. Even after 28 days, the patient may travel home alone without any danger of a relapse. He has already become accustomed to natural sleep, i.e., sleep which is not induced by any medicament; and at the end of the 6th week the cure is complete.

Altogether I have treated 247 patients in this way; and, in every case, an absolute cure has been effected.

TRAIN RUNS INTO LANDSLIDE.

MIDNIGHT FLIGHT OF PASSENGERS.

A London-bound train with sixty passengers on board ran into a landslide in a blinding snowstorm at Starbridge, Surrey, three-quarters of a mile north of Mersham Tunnel, on Christmas Night. Hundred of tons of earth and snow fell on the track, completely blocking both the up and down lines. The engine became embedded in the debris, and the train was derailed and thrown off the line at an angle of 45 degrees.

Passengers were terrified, and some women became hysterical, but fortunately, no one was injured.

It was a night of intense darkness and Coulsdon, the nearest town, was two and a quarter miles away. Some passengers flung open the carriage doors and jumped out on the track. They piled many feet high in front of them. Everybody seemed to think that a collision had occurred. The guard and the fireman went along the train reassuring them.

Beaten by the Snow.

A few people started to walk along the snow-covered track to Coulsdon, but they were beaten back by the blinding snowstorm.

As soon as the Coulsdon station-master was informed, he jumped on his motor-cycle and raced through Coulsdon, knocking up garages and commandeering all the motor-cars and taxicabs he could. Even the local ambulance was brought out and rushed to the scene of the mishap. The stranded passengers were put into the motor-cars and the ambulance and driven along the snow-covered roads to Coulsdon North Station.

Here the waiting-room was like a scene from the play, "The Ghost Train." Porters banked up the fires, and while arrangements were being made for a special train to take the passengers to London, men and women stood round the fires, commiserating with one another and congratulating themselves on their fortunate escape.

Tea and coffee were sent to them, and after spending about an hour on Coulsdon platform they were taken to Victoria. They reached London shortly after midnight, three hours late.

Breakdown Gangs.

Two breakdown gangs worked in the snowstorm all through the night trying to extricate the engine and the foremost coaches. After many hours of hard work they succeeded in detaching the rear coaches.

Starbridge, where the mishap occurred, is just outside the tiny village of Hooley. There is a steep cutting in the track, flanked by eighty feet high earth-banks. Owing to the heavy rain the land became dislodged, and suddenly fell on the track. Had the engine-driver not seen the mound of debris in front of him and been able to apply the brakes, the accident would have been more serious.

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"GLAUCOUS" 6th Mar. Mar'les, London, R'dam & Hamburg
"AENEAS" 20th Mar. Mar'les, London, R'dam & Glasgow
Via Casablanca.

LIVERPOOL SERVICE

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"AQUILLUS" 5th Mar. Havre, Liverpool & Glasgow
"POLYPHEMUS" 1st Apr. Genoa, Havre, Liverpool & Glasgow
"BELLEROPHON" 20th Apr. Genoa, Havre, Liverpool & Glasgow

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via Kobe & Yokohama
"TALTHIUS" 17th Feb. Victoria, Vancouver & Seattle
"TEUCER" 10th Mar. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"LYCAON" 9th Mar. New York, Boston & Baltimore
"RHESUS" 6th Apr. New York, Boston & Baltimore

PASSENGER SERVICE

"HECTOR" 22nd Feb. Singapore, Marseilles & London
"AENEAS" 20th Mar. Singapore, Marseilles & London
"RAPHEDON" 18th Apr. Singapore, Marseilles & London
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Pres. Pierce ... Tues., Feb. 14th	Pres. Madison Wed., Feb. 8, 9, 10
Pres. Taft ... Tues., Feb. 28th	Pres. Jackson ... Wed., Feb. 22nd
Pres. Jefferson ... Tues., Mar. 13th	Pres. McKinley Wed., Mar. 7th
Pres. Lincoln ... Tues., Mar. 27th	Pres. Grant ... Wed., Mar. 14th

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to MANILA

Pres. Pierce ... Feb. 6th, 6 p.m. Pres. Taft ... Feb. 20th, 6 p.m.
Pres. Van Buren ... Feb. 12th, 8 a.m. Pres. Hayes ... Feb. 26th, 8 a.m.
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Siberia Maru (Call Los Angeles) ... Tuesday, 6th Mar.
Taiyo Maru ... Tuesday, 20th Mar.
LONDON via Singapore, Suez, Marseilles & Ports.
Kamo Maru ... Saturday, 11th Feb.
Katori Maru ... Saturday, 25th Feb.
SYDNEY & MELBOURNE via Manila & Ports.
Mishima Maru ... Wednesday, 22nd Feb.
Tango Maru ... Wednesday, 21st Mar.
BOMBAY via Singapore, Penang & Colombo.
Osaka Maru ... Tuesday, 7th Feb.
Tamba Maru ... Saturday, 11th Feb.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu,
Los Angeles Mexico & Panama.
Ginjo Maru ... Sunday, 6th Feb.
SOUTH AMERICA (EAST COAST) via Singapore,
Capetown & Ports.
Kawachi Maru ... Wednesday, 29th Feb.
NEW YORK and/or BOSTON via PANAMA.
Tatsuno Maru ... Thursday, 9th Feb.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
Delagoa Maru (Call Saigon) ... Thursday, 9th Feb.
CAIRO via Singapore, Penang & Rangoon.
Tottori Maru ... Sunday, 12th Feb.
Morioka Maru ... Monday, 20th Feb.
NAGASAKI, KOBE & YOKOHAMA.
Aki Maru ... Friday, 17th Feb.
SHANGHAI, KOBE & YOKOHAMA.
Tokushima Maru (Mojil Direct) ... Saturday, 4th Feb.
Kashima Maru ... Monday, 6th Feb.
Nagato Maru ... Wednesday, 8th Feb.
Akita Maru (Mojil Direct) ... Saturday, 11th Feb.
Hakone Maru ... Monday, 20th Feb.
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HONGKONG TO MACAO | MACAO TO HONGKONG

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TO TSINGTAU via SWATOW & SHANGHAI	Chaksang Kwaisang Hopsang Hangsang	Sun. 5th Feb at 7 a.m. Wed. 8th Feb at 7 a.m. Sun. 12th Feb at 7 a.m. Wed. 15th Feb at 7 a.m.
TO TIENTSIN	Waisang	Wed. 8th Feb at 5 p.m.
TO KOBE via AMOY & MOJI	Yuonsang	Sun. 12th Feb at 7 a.m.
TO OSACA via AMOY, SHANGHAI, MOJI & KOBE	Fooksang	Wed. 15th Feb at 7 a.m.
TO KOBE via AMOY, MOJI & YOKOHAMA	Hosang	Thurs. 23rd Feb at 7 a.m.
TO CANTON	Kwaisang Cheongshing Waisang	Satur. 4th Feb at 4 a.m. Sun. 5th Feb at 5 a.m. Sun. 5th Feb at 5 a.m.
TO STRAITS & CALCUTTA	Kutsang Kumsang	Thurs. 9th Feb at 3 p.m. Wed. 15th Feb at 3 p.m.
TO SANDAKAN	Mausang	Thurs. 9th Feb at 3 p.m.

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POLICE RETIREMENT.

TWENTY-SEVEN YEARS SERVICE IN SHANGHAI.

Det. Supt. John Burnside, of
the Shanghai Police Force, is pro-
ceeding home on retirement.

Mr. Burnside, as a young man,
was employed by the Refuge As-
surance Co., Manchester, which
company he left on November 9,
1900, to join the S.M.P.

In Shanghai, the young con-
stable was placed on the roster on
December 27, 1900. He soon won
the confidence of his superiors,
and, in two years, was promoted to
the rank of sergeant. After
several years of traffic work, he
was transferred to that depart-
ment, and has for the past 23
years acted in various capacities
in mufti. He was made detective
inspector in 1916, and had charge
of criminal detection at various sta-
tions, including Sinza, Hongkew,
and Louza. Later he was trans-
ferred to Headquarters, where he
rose to the rank of superintendent.

One of the outstanding events
of his early days in Shanghai was
the seizure and subsequent burn-
ing of Louza station, during the
riots of 1905.

In spite of his many police
duties, Supt. Burnside always
found time to give vent to his
athletic proclivities. When he
arrived in Shanghai he took up
football, cricket, tennis, and golf.
Recently his outdoor sport
was lawn bowls. He won the
Junior Golf Club Singles' cham-
pionship five times, was winner
of Shanghai Open Championship,
played on Championship pairs and
rinks. He captained and skip-
ped the first Interport team to beat
Hankow on its own greens, and
captained a winning team in
Hongkong. Several cups, present-
ed by the Lancastrian Association
have been won in perpetuity by him.

Comrades of Mr. Burnside
showed their appreciation of his
character and friendship when
they made him the recipient of a
gold watch, chain, and gold pencil,
the watch being inscribed as fol-
lows: Presented to Detective
Superintendent John Burnside by
his fellow officers of the Shang-
hai Municipal Police on his re-
tirement, January 31, 1928.

THE KUOMINTANG.

WUHAN-NANKING PACT IS SOUGHT.

Shanghai, Feb. 3.

The 4th Plenary session of the
Kuomintang opened at Nanking
yesterday. It is stated that 27
were present. The object of the
session is believed to be an en-
deavour to force the Wuhan clique
to combine with the Nanking
clique against the north, but no
Wuhan or Canton military re-
presentatives were present at
the opening of the 4th Plenary
session, and it is considered
probable that they will ignore
any of its decisions.—*Reuter.*

Quo Tai-chi Resigns.

Shanghai, Feb. 3.

It is rumoured that Quo Tai-
chi has resigned as acting Foreign
Minister but remains Commis-
sioner of Foreign Affairs at Shang-
hai. It is expected that Hwang-
Fu will be appointed Foreign
Minister.—*Reuter.*

OBITUARY.

SIR P. W. BASSETT-SMITH.

The death is announced of Sur-
geon Rear-Admiral Sir Percy Wil-
liam Bassett-Smith, well known as
a specialist in tropical medicine
and a past President of the Royal
Society of Tropical Medicine and
Hygiene. Sir Percy, who entered
the Royal Navy as a surgeon at
the age of 22, joined the Royal
School of Tropical Medicine in
1889 and became Lecturer on
Tropical Medicine and Bacteriology
at the Royal Naval Medical School,
Haslar, in the following year. He
was afterwards Professor and
Lecturer at the Medical School of
the Royal Naval College, Green-
wich, and became a Harley-street
Consultant on Tropical Diseases.
He was created K.C.B. six years
ago.

M. Fernand Berteaux.

A high official of the Ministry
of Foreign Affairs, says a message
from Paris, has been removed by
the death of M. Fernand Berteaux,
who was Minister Plenipotentiary
and Director of the Quai d'Orsay
staff and accounts. His diplomatic
career abroad was spent entirely
in China. M. Berteaux's death
was tragically sudden. It occurred
on December 31, while he was
confering with M. Peycelon,
Director of M. Briand's office. For
the valuable and devoted services
he had rendered to the country
M. Briand had conferred on him
the Cross of Commander of the
Legion of Honour in the New Year
promotions.

Dr. G. H. Westcott.

Allahabad, Jan. 16.
The death has occurred of the Rt.
Rev. Dr. George Herbert Westcott,
Bishop of Lucknow, and brother
of the Metropolitan of India.

It appears that His Lordship
was in good health till Sunday
evening. He preached at the
Cathedral, but suddenly took ill at
night.

The late Bishop of Lucknow was
born in April, 1862, and was a son
of the late Bishop Westcott of
Durham. Educated at Marl-
borough and Peterhouse, Cam-
bridge, (M.A.), deceased was or-
dained in 1886 and was appointed
Assistant Master of Marlborough,
1886-89. He was next appointed a
Missionary at Cawnpore, which
post he held till 1920, when he be-
came Bishop of Lucknow. He was
Examining Chaplain to the Bishop
of Lucknow in 1898, a member of
Synod, of the Allahabad Uni-
versity, 1896; Secretary of the
Diocesan Board of Missions and
S. P. C. and Diocesan Representa-
tive Canon, Allahabad Cathedral,
1906.

MONEY LENT.

TWO ITALIAN MONEY- LENDERS AT LAW.

In the Summary Court yester-
day afternoon before Mr. Justice
J. R. Wood, Nadhan Singh, Yuen
Jong wharf, registered money-
lender, sued Gopal Singh, 2 Anton
Street, third floor, Wanchai, in re-
spect of \$124 as money lent.
The plaintiff claimed for \$50 ad-
vanced under an I.O.U. with \$24
interest at the rate of 2 per cent.
per month and in addition \$50 for
money lent without a document.
The defendant did not appear.
The plaintiff gave evidence that
the defendant was also a money-
lender. He spoke of lending the
money which he said had not
been repaid.
His Lordship gave judgment for
the plaintiff for \$100 with
costs.

A TRAGIC DEATH.

CIGARETTE END CAUSES BIG EXPLOSION.

Singapore, Jan. 27.
A carelessly thrown away cigarette
end, a terrible explosion, and the death
of a youth of twenty! This is the
sad fate that befell one of a merry
party of several boys.

On January 11, six Chinese boys
sat out in a "koleh" on a fishing
expedition in the vicinity to Tanjong
Rhu. The sky was overcast at the
time and it was not very long after
they had begun fishing when a heavy
shower of rain came down.

Finding themselves drenched and
fearing the "koleh" would founder,
the lads sought shelter in an empty
motor-launch which was lying idly
at anchor off Beach Road.

They began smoking and when the
deceased had finished he carelessly
threw the cigarette end into the launch.
No sooner had he done so than a ter-
rific explosion occurred, burning the
unfortunate dead so severely that he
died very soon afterwards.

The rest of the party, five lads fear-
ing that the launch would burst into
flames, immediately jumped into the
sea and swam to a nearby sampan.
Out of the five, four were burnt, two
very severely. The fifth boy escaped
injury.

Police man's Rescue.
A Marine policeman, who was on
his rounds at the time, fortunately
saw the lads drifting in the craft.
He immediately went to their as-
sistance, and seeing the condition of
the four boys, he took them to the station
and thence to hospital, where two of
the party are still being treated.

The Coroner's enquiry into the
death of the boy who was killed by
the explosion was held yesterday af-
ternoon.

Giving evidence, the Japanese owner
of the motor-launch said that the boat
had been lying at anchor off Beach
Road for about a month and a half.
During that period it had not been
used.

The boat had two tanks. One con-
tained benzine and the other kerosene.
The benzine tank was of metal and
had a proper stopper. He endeavoured
to empty both tanks some time
ago, but he was unable to drain all
the benzine out and when he left the
launch there was about a gallon left.
There was also a little kerosene in
the other tank, which, however, did
not take fire.

The benzine tank was damaged by
the explosion. The engine in the
launch burned both oils.
The Coroner returned a verdict of
death by misadventure.

PASSENGERS.

ARRIVED.

Per P. and O. Malwa.—Mr.
Boulton, Mrs. de Havilland, Mr. and
Mrs. Chow, Mr. Moti, Mr.
Eldridge, Mr. Harrison, Sister Bar-
bara, Miss Cull, Mr. and Mrs. Allen,
Mr. and Mrs. Niles, Miss Lohman, Mr.
Leung, Prof. Moquils, Duchess de
Leuchberg, Mr. Tao, Mr. Seager, Lt.-
Comd. Garvey, Mrs. H. MacKenzie,
Mr. R. Bignazi, Mr. Robinson, Mr. and
Mrs. Graham, Miss Clancy, Miss Beasley,
Miss Guthrie, Miss Morgan, Mr. T.
Graham, Mrs. C. Roeholm, Dr. A.
Poop, Mr. W. Smalley, Capt. L. Wil-
braham, Mr. J. McGregor, Mr. and
Mrs. Roo, Miss Roo, Mr. R. Master,
Mrs. Beatty, Maj. General and Mrs.
Duncan, Miss Duncan, Mr. T. Givens,
Mrs. Gordon, Comdr. B. Whetnam,
Rev. E. Rigden, Comdr. T. Doyle, Mrs.
Lindsay, Mrs. A. Marshall, Mr. J.
Broughton, Miss D. Broadfoot, Mr. W.
Taylor, Miss Fryth, Mr. Burnside,
Mrs. Courtis, Miss Courtis, Lt. Comd.
Seaman, Mrs. Fenton and 2 children,
Mr. F. Monet, Capt. and Mrs. Palmer-
Baker, Mrs. A. Camman, Dr. and Mrs.
Gaudin, Mrs. Gaudin, Mr. E.
Oakford, Mr. F. Wilson, Mr. M.
Smirnoff, Mrs. Stevens, Mr. W. Wil-
son, Mr. J. Graham, Mr. and Mrs.
Turner, Misses Turner, Sgt. Thomp-
son, Stkr. Pickett, Teleg. Hughes,
Teleg. Jones, and Mr. J. Palmer.

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KHYBER	9,114	18th Feb.	M'ses, L'don, A'werp & Hull
NELLORE	6,855	25th Feb.	Marseilles & London
KIDDERPORE	5,334	29th Feb.	Straits & Omb. Bombay
MACEDONIA	11,120	3rd Mar.	Marseilles & London
ALIPORE	5,273	8th Mar.	Straits & Bombay
KHIVA	9,135	10th Mar.	Marseilles, L'don & A'werp
KASHMIR	8,985	17th Mar.	M'ses, L'don, A'werp & Hull
KARMALA	9,128	24th Mar.	Marseilles & London
MANTUA	10,946	31st Mar.	Marseilles & London
KALYAN	9,144	7th Apr.	Marseilles, L'don & A'werp
MONGOLIA	16,504	14th Apr.	Marseilles & London
INAGPORE	5,283	21st Apr.	Marseilles & London
MOREA	10,953	28th Apr.	Marseilles & London
KASHGAR	9,005	12th May	Marseilles, L'don & A'werp
JJEYPORE	5,318	19th May	Marseilles & London
MALWA	10,986	26th May	Marseilles & London
DEVANHA	8,155	9th June	Marseilles, L'don & A'werp
NOVARA	6,939	16th June	Marseilles & London
MACEDONIA	11,120	23rd June	Marseilles & London

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TAKADA	6,949	12th Feb.	S'pore, Penang & Calcutta
TALAMBA	8,018	26th Feb.	S'pore, Penang & Calcutta
TILAWA	10,006	7th Mar.	S'pore, Penang & Calcutta

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TANDA	6,656	2nd Mar.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	30th Mar.	S'pore, Penang & Calcutta
ARAFURA	6,000	27th Apr.	Sydney and Melbourne.

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The New Zealand Shipping Co.'s Steamers to Southampton and London via
Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TANDA	6,656	7th Feb.	Moji, Kobe, Osaka & Yokohama
ALIPORE	5,273	11th Feb.	Kobe & Osaka
KARMALA	9,128	12th Feb.	S'hai, Moji, Kobe & Yokohama
TILAWA	10,006	12th Feb.	Amoy, S'hai, Moji, Kobe & Osaka
KASHMIR	8,985	18th Feb.	S'hai, Moji, Kobe & Yokohama
TALMA	10,000	20th Feb.	Moji, Kobe & Osaka
KALYAN	9,144	25th Feb.	Shanghai, Moji & Kobe
TAKLIWA	7,936	1st Mar.	Amoy, S'hai, Moji, Kobe & Osaka
MANTUA	10,946	2nd Mar.	S'hai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	6th Mar.	Moji, Kobe, Osaka & Yokohama
INAGPORE	5,283	6th Mar.	S'hai, Kobe & Yokohama
MONGOLIA	16,504	17th Mar.	S'hai, Kobe & Yokohama
LAHORE	5,252	19th Mar.	S'hai, Moji, Kobe & Yokohama
MOREA	10,953	30th Mar.	S'hai, Moji, Kobe & Yokohama
ARAFURA	6,000	3rd Apr.	Moji, Kobe, Osaka & Yokohama
JJEYPORE	6,313	10th Apr.	S'hai, Moji, Kobe & Yokohama
KASHGAR	9,005	13th Apr.	S'hai, Moji, Kobe & Yokohama
MALWA	10,986	27th Apr.	S'hai, Moji, Kobe & Yokohama
NOVARA	6,939	8th May	Moji, Kobe, Osaka & Yokohama
TANDA	6,656	8th May	S'hai, Moji, Kobe & Yokohama
DEVANHA	8,155	11th May	S'hai, Moji, Kobe & Yokohama
MACEDONIA	11,120	25th May	S'hai, Moji, Kobe & Yokohama

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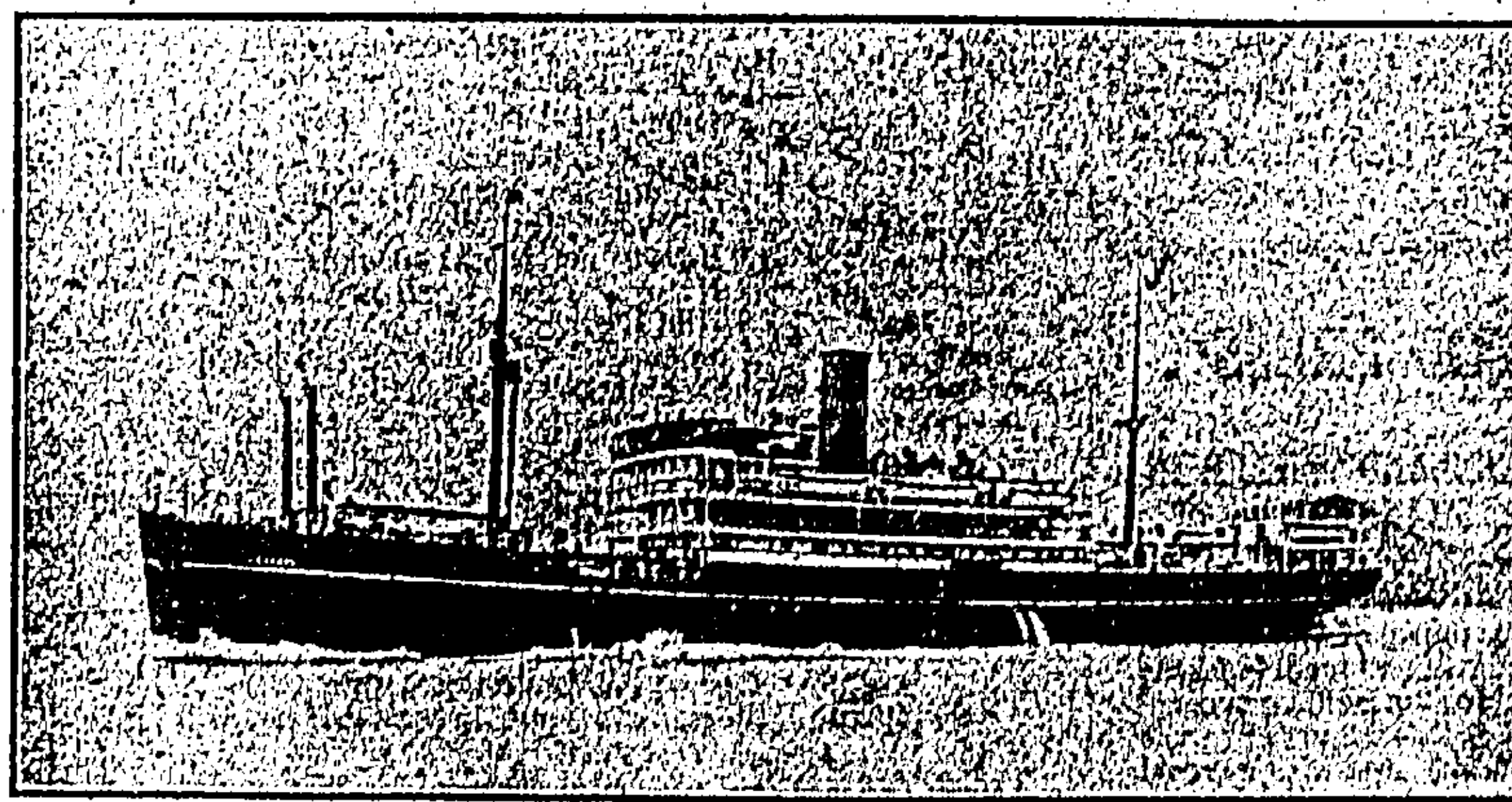
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Steamers	From	Expected on or about	Will leave on or about	For
Tjibodas	Java, Mear	In Port	4th Feb	Amoy, Swatow & Saigon
Tjikembang	Batavia	In Port	5th Feb	Amoy, Shanghai & Keelung
Tjisondari	S'hai, K'lung	6th Feb	8th Feb	Batavia
Tjiliboet	N. China	10th Feb	10th Feb	North China
Tjitaroom	Java, Mear	13th Feb	15th Feb	Amoy & Java
Tjiluwong	Java, Mear	13th Feb	15th Feb	Amoy, N. China
Tjikarang	Batavia	16th Feb	16th Feb	Amoy, Shanghai & Keelung
Tjikembang	S'hai, K'lung	20th Feb	22nd Feb	Batavia
Tjipanas	Java, M'ila	26th Feb	28th Feb	Swatow

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POSTMAN'S PENSION.

LORD WOLMER'S ANSWER TO PROTESTS.

Mr. C. G. Ammon, M.P., as an official of the Union of Post Office Workers, has received a letter from Viscount Wolmer, Assistant Postmaster-General, regarding John Hammond, the Kilburn supervisor-postman who was bound over recently for stealing a ten-shilling note from a letter and lost his position and pension.

Protests were made that it was an injustice that Hammond, who is 60, and had 39 years' service, should be deprived of his gratuity of £390 and pension of £215s. a week. Hammond's wife died of shock as the result of the proceedings.

Lord Wolmer, in his letter, states: "The theft for which he was actually prosecuted was not by any means an isolated offence. He

himself admitted that for about a month past he had been taking letters from the post and stealing any currency notes contained in them, and there are strong grounds for suspecting that his theft extended over a much longer period.

"I am having the facts fully reported to the Treasury, but I know of no precedent for the granting of a gratuity or pension to an officer who has been dismissed the Service in such circumstances, and I doubt very much whether an exception can be made or justified in this case.

"It seems clear that Mr. Hammond entered on a carefully calculated course of action, knowing full well what he was doing and what the consequences of detection must be."

Mr. Ammon stated last night: "My contention that gratuity and pension are in the nature of deferred pay, and should not be withheld under any circumstances, has yet to be answered by the Treasury. That is an important principle."

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at 1 and 3, Wyndham Street, in the City of Victoria, Hongkong.

ENCOURAGING SIGNS IN BRITAIN.

SERIOUS DESIRE FOR MUTUAL CONFIDENCE.

London, Feb. 3.
Sir Austin Harris, presiding at the annual meeting of Lloyds' Bank, endorsed the opinions which have been expressed by the chairman of other big London banks regarding the encouraging trade prospects.

He added: "Two features of a very gratifying nature stand out as beacons of encouragement and hope." One, he said, is the marked decrease in the number of unemployed and the other is the comparative freedom during the past twelve months from serious labour disputes and strikes.

He thought it was becoming recognised that a greater feeling of mutual confidence was growing between employers and employees to the great advantage and benefit of both.

The very encouraging spirit of conciliation and goodwill on the part of some of the prominent leaders of trade unions had been evidenced by their speeches, and he believed they would discern a serious desire on the part of responsible men to do everything possible to avoid the disastrous recourse to a strike.—*British Wireless.*

ALLEGED GANG OF KIDNAPPERS.

TWO WOMEN CHARGED THIS MORNING.

Two Chinese women were charged before Major C. Willson, this morning, with harbouring three children under the age of twenty-one, without the consent of their parents.

Sergeant Fitches, who prosecuted, asked for a remand in police custody, explaining to the Magistrate that the women were connected with a gang of kidnappers who murdered the children's parents in the country.

In answer to a question by the Magistrate, Sergeant Fitches stated that the children's ages were 14, 13 and 7 years.
A remand in police custody, for three days, was granted.

LABOUR GOVERNMENT ADVENT.

NORWEGIAN DEFENCE FORCES REDUCED.

Oslo, Feb. 3.
The new Labour Government has signalled its advent by submitting to the Storting, the Norwegian Parliament, Bills cancelling military training in 1923, restricting naval training, reducing the Army Estimates by 4,500,000 kroner, and the Navy Estimates by over 750,000 kroner.

It has also withdrawn the Bill put through by the previous Government providing for the construction of a new destroyer.—*Reuter.*

The Gazette notifies the rescission of the order declaring Sourabaya an infected place.

HOW MUCH DO YOU KNOW?

The following are the replies to to-day's questions:—

1. A mineral sought by alchemists that would by contact, transmute the base metals into gold. 2. Virgil. 3. Sir James Harris, George du Maurier, Adam Smith, Henryk Ibsen. 4. Atmospheric pressure. 5. Columbus' first voyage to America, which they financed. 6. Six and eight-pence was the value of the smallest gold coin. 7. "Jana wep." (St. John 21, 26). 8. Clerk to the Admiralty. 9. William of Wykeham. 10. Between the ground and first floors. 11. A mixture of ale and gin, a popular drink in Cornwall; it tastes like the scent of a geranium. 12. King Ethelbert of Kent, was already married to Bertha, a French Christian princess. 13. "As You Like It." 14. "Cymbeline." 15. "Othello." 16. "Julius Caesar." 17. "Much Ado about Nothing." 18. "The Winter's Tale."

STOP PRESS.

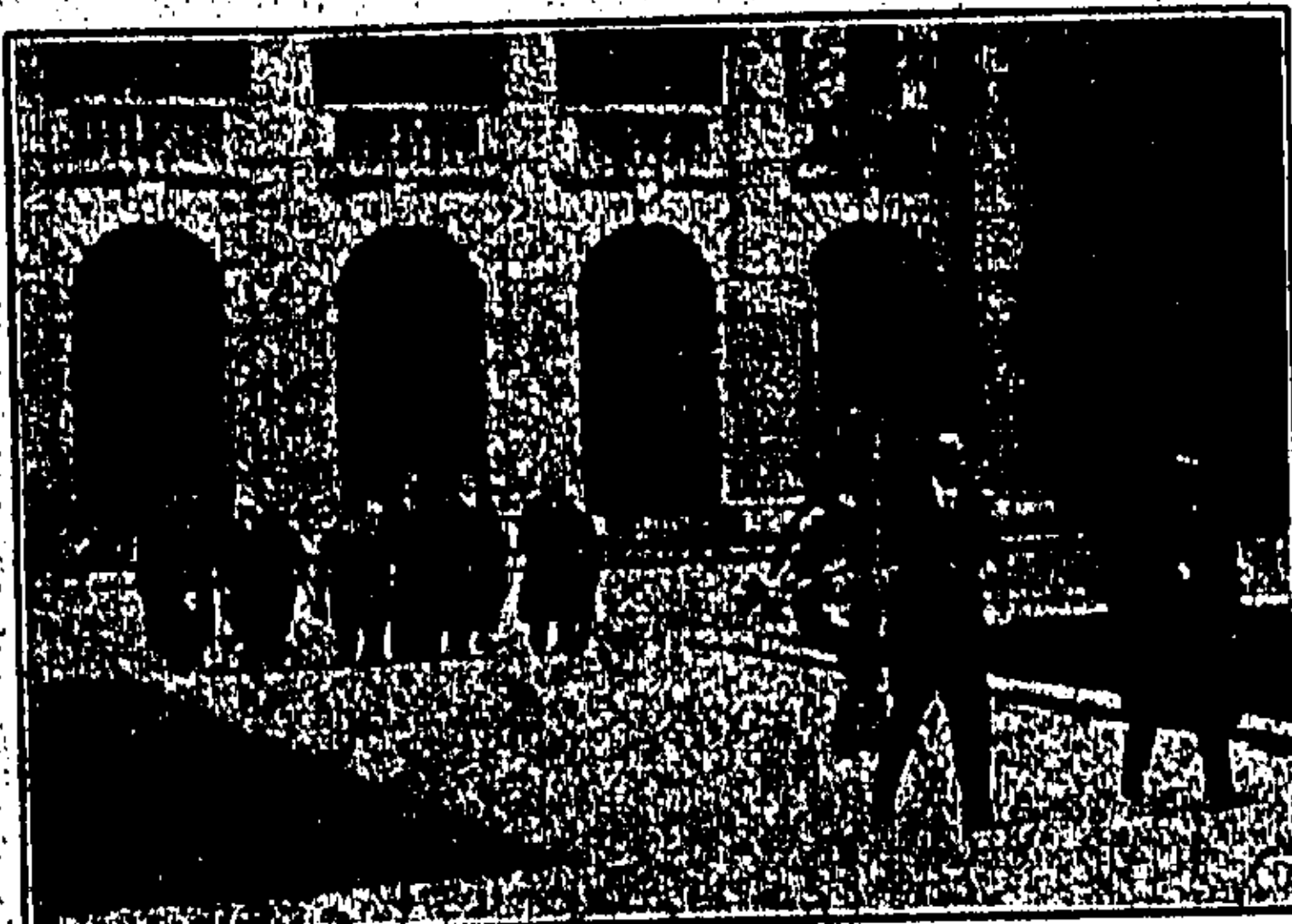
"BELGENDLAND" MELEE IN SHANGHAI.

Shanghai, Feb. 4.
The sojourn of the tourists from the a.s. Belgendland was uneventful until this morning, when a fracas occurred in the Chinese city in which several tourists were concerned.

One of them apparently mistook a private ricksha for a public vehicle, and argued. A melee followed, and a large crowd, collecting, the affair threatened to assume still graver proportions.

The trouble was averted by timely police intervention.

YESTERDAY'S CENOTAPH CEREMONY.



Colonel Hayley Ball, President of the Easma Club, and Mr. G. K. Hall Brutton, President of the local branch of the British Legion, conveying wreaths in memory of the late Earl Haig to the Hongkong Cenotaph yesterday. (Photo: Welcome Studio).

POIETES MAINOMENOS.

[Being a recently-discovered fragment of a Greek Tragedy, of which the argument would appear to be that the author had been removed from the free list of the organ of his Demos.]

DRAMATIS PERSONAE

1st. Office Coolie.
2nd. Office Coolie.
3rd. Office Coolie.
1st. Reporter.
2nd. Reporter.
Hemi-chorus A of Readers.
Hemi-chorus B of Editorial Staff.

SCENE: A Blasted Newspaper Office.

1st. O.C. The wind blows chill to-night.
2nd. O.C. 'Tis even so!
1st. O.C. Something within me speaks of brooding woe.
2nd. O.C. 'Tis such a night as those when mighty kings Have passed!
3rd. O.C. Or Earth has heard the beating wings Of the Death Angel passing overhead.
Say, bo, that's sure a mouthful you have said!

Hemi-chorus A (Readers)

Cometh a woe!
Cometh a tear!
Can it be so?
Truth do we hear?
That the biggest purveyor of inners no more will cause Bulls to appear?

Hemi-chorus B (Editorial Staff)

Gone is the free
Copy from now!
So it must be!
Need we say how
Firmly we take back the guerdon which erstwhile be-lauded his brow?

ANTISTROPHIC A Full Chorus

'Tis said that opportunity Comes once to every man,
And if by misfortune it be Neglected to grasp, he can No more expect
The prize to gain;
His fortune's wrecked!
Eternal pain

Awaits him when he ponders on what will not remain.
1st. Repr. Tell me quite plainly what it is you mean.
2nd. Repr. Out-Router Reuter! Tell th' unvarnished truth.
My tongue shall wander by no devious paths
Such as my pen must travel when I write
For publication in the *Telegraph*.
To cut it short, our poet's got the sack!
1st. O.C. He's got the sack? And what does it contain?
2nd. Repr. Nothing whatever! That is just the point.

Hemi-chorus A.

Tell us some more!
What did he write?
That's why they're sore,
Naught he's indite

Save his peculiar humour and then what he wrote wasn't right!
Some we would change,
Some we'd discard,
This he thought strange,
Even thought hard

As that we discarded was priceless, and that which we altered we marred.

ANTISTROPHIC B Full Chorus

Strange how the Gods delude the folk
Whom they intend to smite.
Time was they pampered this poor bloke
And egged him on to write.
But when he sought to scale the road
Towards Parnassian crags,
He paid the debt to Fate he owed!
He found it full of snags!

To scribe an Inner or a Bull
Demands an art correct.
It needs must be of humour full,
And yet be circumspect.
No vested interest must be
Attached thereto; of course;
And yet a spice of devilry
Must lend it point and force.

He failed therein. Ah, how he failed!
He did not chuck his stuff.
The lamps that hope had lit have paled,
He was not bright enough!
No copy (free) shall now afford
Him literary food,
In future at his hearth and board
O' nights despair shall brood.

1st. O.C. They speak of matters far too high for me,
I cannot even do a cross-word puzzle!
2nd. Repr. Then hold thy peace, nor with ill-omened tongue
Lollop across the path of might-have-been.

Hemi-chorus B.

What will he do
Wrapped in despair?
Will he now sue
With promises fair
swearing henceforth he will take
greater care?

Hemi-chorus A.

This, if 'tis so
Lies 'neath Fate's veil.
At such a blow
Strong men might quail.
And, yet, peradventure, it might be each night he will
purchase the *Mail*.
CETERA DESUNT.

* Note:—We publish this without censoring to show the depths to which the artistic temperament can descend, when peeved.—
Ed. H.K.T.

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A Metro-Goldwyn-Mayer Picture.

AT THE QUEEN'S TO-DAY TO MONDAY

Times & Prices

At 2.30 \$1.50, \$1.00, 60 Cts. & 40 Cts.
At 8.00 & 9.15 \$2.00, \$1.50, 80 Cts. & 60 Cts.

Service men in uniform 80 Cents to back stalls and 40 Cents to front stalls at all performances.



GLORIA SWANSON

'BLUEBEARD'S 8TH WIFE'

AT THE WORLD FINAL SHOWINGS TO-DAY

Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.



STAR FINAL SHOWINGS TO-DAY

Continues from 2.30 to 11.15.